



For approval

2014-15 REPORT ON THE BEYOND THE BORDER ACTION PLAN HORIZONTAL INITIATIVE

For the President

PURPOSE

The purpose of this briefing note is to seek your approval of the 2014-15 Report on the Beyond the Border (BtB) Action Plan Horizontal Initiative.

ISSUE

Public Safety (PS) is seeking CBSA's final approval of the Report, which is the fourth horizontal BtB Report produced and will be included as an annex to PS's 2014-15 Departmental Performance Report (DPR).

BACKGROUND

The Report was developed by PS in consultation with departments and agencies contributing to BtB. The attached BtB Horizontal Initiative Report aims to provide a whole-of-government perspective on the implementation of the BtB Action Plan and to document the significant progress that has been made in 2014-15. It also presents key performance indicators/progress measures.

STATUS

The draft Report has been reviewed by Programs, Information, Science and Technology, Comptrollership, Operations Branches and the Executive Vice-President. Some changes have been identified for submission to Public Safety. These are highlighted in the attached disposition table along with responses to the Executive Vice-President's comments. PS had requested approval as well as any proposed changes to the BtB Horizontal Initiative Report be sent by **May 10, 2016**. A letter has been prepared for you to send to the Deputy Minister of Public Safety Canada with CBSA's requested changes to the report.

NEXT STEPS

Following approval, the report will be sent for Ministerial approval at PS and subsequently be included as an annex to the Department's 2014-15 DPR.

RECOMMENDATION

We recommend that you approve the report with changes noted in the attached disposition table.

Caroline Weber, Vice-President
Corporate Affairs Branch

President's Response

I approve ☐ I do not approve ☐

Linda Lizotte-MacPherson

ATTACHMENT

1. 2014-15 Report on the Beyond the Border Action Plan Horizontal Initiative
2. Disposition Table: Comments from President and EVP on BTB Action Plan Horizontal Report
3. Letter to Public Safety requesting changes to the Report



2014-15 REPORT ON THE BEYOND THE BORDER ACTION PLAN HORIZONTAL INITIATIVE

On February 4, 2011, Canada and the United States (U.S.) committed to working together through the *Beyond the Border: A Shared Vision for Perimeter Security and Economic Competitiveness*. The Declaration initiated a new long-term partnership between the two countries that was built upon a perimeter approach to security and economic competitiveness. This horizontal initiative aims to enhance our collective security and accelerate the flow of legitimate goods, services, and people, both at and beyond the border. The *Beyond the Border (BTB) Action Plan*, released in December 2011, embodies this collaboration and engagement between our two countries, and sets out specific initiatives (**Appendix A**) to secure the Canada-U.S. border and perimeter while facilitating legitimate trade and travel.

The Action Plan sets out joint priorities for achieving a secure and efficient Canada-U.S. border within four areas of cooperation: Addressing Threats Early; Trade Facilitation, Economic Growth and Jobs; Cross-Border Law Enforcement; and, Critical Infrastructure and Cyber Security. In total, 32 initiatives are listed under the four areas, with two additional initiatives covering the responsible sharing of personal information and centralized oversight of the Action Plan's implementation.

The Government of Canada has been working closely with its U.S. counterparts in ensuring the success of the Action Plan. The purpose of this Horizontal Initiative Report is to provide updates to progress made from the publication of the last Report¹ on the Government of Canada's work on implementing the Action Plan for the 2014-15 fiscal year.

Public Safety Canada (PS) coordinates the development of this report, collecting updated information from all federal BTB organizations. These departments and agencies continue to work toward successful implementation of the BTB initiatives for which they are responsible. Additional details can be found in each organization's Departmental Performance Report (DPR).

For more information and descriptions of Action Plan initiatives, please consult the *Beyond the Border Action Plan*². While this report focuses on Canadian progress, joint Canada-U.S. implementation reports are released annually, with the last one published in March 2015³.

¹<http://www.publicsafety.gc.ca/cnt/rsrscs/pblctns/dprtmntl-prfrmnc-rprt-2013-14/btb-eng.aspx>

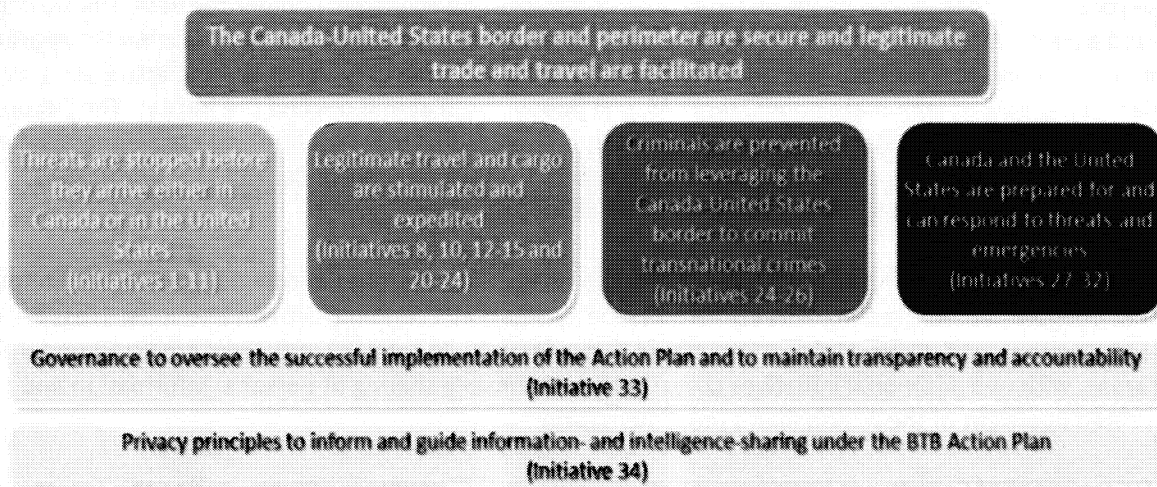
²<http://actionplan.gc.ca/en/page/bbg-tpf/beyond-border-action-plan>

³ 2015 Beyond the Border Implementation Report, <http://actionplan.gc.ca/en/content/beyond-border-implementation-report-march-2015>

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The figure below illustrates the outcomes to which the 34 Beyond the Border initiatives contribute. The four overarching outcomes will support the achievement of a secure Canada-U.S. border and perimeter, and the facilitation of legitimate trade and travel. This figure also presents the structure which will be used in the report to demonstrate progress on the BTB initiatives.

Beyond the Border Action Plan Ultimate Outcomes



The following table presents the total planned and actual spending figures under the BTB Action Plan for the 2014-15 fiscal year. Participating department/agency breakdowns of these amounts are presented under the different Themes in this report.

Financial Resources – 2014-15 Beyond the Border Action Plan

BTB Themes	2014-15 (in dollars)			
	New Funding	Internal Reallocation	Total Planned Spending	Actual Spending
Theme 1 - Addressing Threats Early (Initiatives 1-11)	\$109,271,597	\$52,710,741	\$161,982,338	\$123,979,836
Theme 2 - Trade Facilitation, Economic Growth and Jobs (Initiatives 12-24)	\$63,984,400	\$2,879,359	\$66,863,759	\$53,090,855
Theme 3 - Cross-Border Law Enforcement (Initiatives 25 and 26)	\$11,058,231	\$212,273	\$11,270,504	\$7,741,463
Theme 4 - Critical Infrastructure and Cyber Security (Initiatives 27-32)	\$3,005,042	\$107,734	\$3,112,776	\$3,609,206
Managing our New Long-Term Partnership (Initiatives 33 and 34)	\$1,059,253	\$434,193	\$1,493,446	\$1,581,800
TOTAL	\$188,378,523	\$56,344,300	\$244,722,823	\$190,003,160

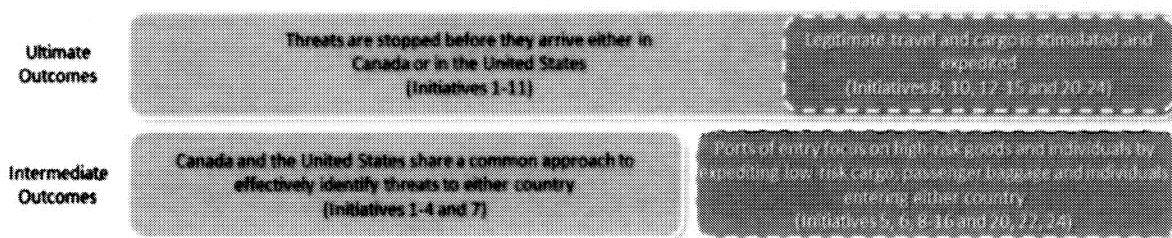
Total expenditures in 2014-15 amounted to \$190,003,160 against \$244,722,823 in planned spending, which presents a variance of 22%. Comparatively, in 2013-14 planned spending amounted to \$246,636,607 against \$152,749,089 in actual spending (38% variance). Where a variance ($\geq 25\%$) is presented by a department/agency under a specific Theme, an explanatory note has been included at the end of the report.

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Theme 1 - Addressing Threats Early (Initiatives 1-11)

Addressing threats at the earliest possible point is essential to strengthening the shared security of Canada and the U.S. It enables both countries to improve the free flow of legitimate goods and people across the Canada-United States border. The Beyond the Border Action Plan outlines ways to support this goal by developing a common understanding of the threat environment; aligning and coordinating our security systems for goods, cargo and baggage; and supporting the effective identification of people who pose a threat, which enhances safety and facilitates the movement of legitimate travellers.

Outcomes⁴



Financial Table

Theme 1 - Addressing Threats Early (Initiatives 1-11)

Department/Agency	2014-15 (in dollars)			
	New Funding	Internal Reallocation	Total Planned Spending	Actual Spending
Canada Border Services Agency (CBSA)	\$72,259,897	\$3,190,099	\$75,449,996	\$46,508,646 ¹
Canadian Food Inspection Agency (CFIA)	\$0	\$0	\$0	\$77,860 ¹
Citizenship and Immigration Canada (CIC)	\$33,889,238	\$0	\$33,889,238	\$22,910,200 ^{III}
Immigration & Refugee Board (IRB)	\$1,645,484	\$0	\$1,645,484	\$1,073,104 ^{IV}
Public Safety Canada (PS)	\$0	\$234,086	\$234,086	\$186,939
Royal Canadian Mounted Police (RCMP)	\$0	\$0	\$0	\$5,025,529 ^V
Shared Services Canada (SSC)	\$810,978	\$0	\$810,978	\$810,978
Transport Canada (TC)	\$666,000	\$49,286,556	\$49,952,556	\$47,386,580 ⁵
TOTAL	\$109,271,597	\$52,710,741	\$161,982,338	\$123,979,836

Performance Metrics

	2011-12	2012-13	2013-14	2014-15
Ultimate Outcome: Threats are stopped before they arrive either in Canada or the United States				
Indicator 1: Percentage of annual national security priorities on which action has been taken ⁶	-	⁷	100%	100%
Indicator 2: Percentage of immigration investigations initiated that result in a person being identified as inadmissible to Canada	-	-	⁸	58%
Indicator 3: Number of enforcement actions taken that were facilitated by targeting (air mode)	⁹	2003	Air Traveller: 1946 Air Cargo: 85 ¹⁰	Air Traveller: 1765 Air Cargo: 108

⁴ Action Plan initiatives, other than those listed under this theme, also contribute to the outcomes enclosed within the dotted line box.

⁵ 2014-15 actual spending is divided between Transport Canada \$1,824,272 and Canadian Air Transport Security Authority (CATSA) \$45,562,308.

⁶ This indicator measures whether Public Safety Canada is taking action to address its priority national security items - as defined in its annual Reports on Plans and Priorities.

⁷ Performance metric implemented in 2013-14.

⁸ Performance metric implemented in 2014-15.

⁹ Performance metric implemented in 2012-13.

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Performance Metrics

2011-12

2012-13

2013-14

2014-15

Intermediate Outcome 1: Canada and the United States share a common approach to effectively identify threats to either country

Indicator 1: In consultation with U.S. law enforcement, (a) the number of priority sensor gaps identified and (b) the number of priority sensor gaps for which remedial measures have been developed (RCMP)

-

11

Technological capabilities assessed in 3 domains (land, air and maritime) in a phased approach: (a) A binational working group has been established to identify sensor gaps. The identification of the gaps and vulnerabilities in capabilities will be carried out as a next step; and, (b) remedial measures to address the gaps identified will follow.

Technological capabilities assessed in 3 domains (land, air and maritime). There were no sensor gaps identified or remedial measures developed during this reporting period.

Indicator 2: Percentage of U.S. strategic-level operations centres connected with the Canadian Government Operations Centre (GOC)¹² to facilitate information flow and sharing

100%

100%

100%

100%

Intermediate Outcome 2: Ports of entry focus on high-risk goods and individuals by expediting low-risk cargo, passenger baggage and individuals entering either country

Indicator 1: Percentage of people examined at ports of entry who are inadmissible and/or arrested

5%

3.2%

3.4%

4.22%

Indicator 2: Average passage processing time (from Radio Frequency Identification (RFID) capture to Border Services Officer (BSO) decision, in land mode) in NEXUS lanes vs. conventional lanes

NEXUS:
17 seconds
Conventional:
45 seconds

NEXUS:
31 seconds¹³
Conventional:
63 seconds¹⁴

NEXUS:
38 seconds¹⁵
Conventional:
63 seconds¹⁶

NEXUS:
33 seconds
Conventional:
52 seconds

Indicator 3: Percentage of U.S. entry records successfully reconciled against a travel record previously acquired by CBSA (Match rate of records of entry and exit)

17

95%

97.98%

97.1%

Canada and the United States share a common approach to effectively identify threats to either country (Initiatives 1-4 and 7)

Initiatives 1 (Joint Threat Assessments) and 2 (Information/Intelligence Sharing):

In 2014-15, Public Safety Canada continued to collaborate with the U.S. Office of the Director of National Intelligence, the U.S. Department of Homeland Security (DHS), and relevant intelligence agencies in both countries. With its U.S. counterparts, the Department planned for a tabletop exercise intended to enhance the

¹⁰ Air Cargo data became available in 2013-14.

¹¹ Performance metric implemented in 2013-14.

¹² The GOC provides an all-hazards integrated federal emergency response to events (potential or actual hazards, natural or human-induced, either accidental or intentional) of national interest. It provides 24/7 monitoring and reporting, national-level situational awareness, warning products and integrated risk assessments, as well as national-level planning and whole-of-government response management.

¹³ Value for 2012-13 was amended as a result of improvements in data reporting methodology; 2012-13 data originally reported 13 seconds.

¹⁴ Value for 2012-13 was amended as a result of improvements in data reporting methodology; 2012-13 data originally reported 43 seconds.

¹⁵ Value for 2013-14 was amended as a result of improvements in data reporting methodology; 2013-14 data originally reported 18 seconds.

¹⁶ Value for 2013-14 was amended as a result of improvements in data reporting methodology; 2013-14 data originally reported 37 seconds.

¹⁷ Performance metric implemented in 2012-13.

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understanding of each country's legal, policy, and operational frameworks related to prevention of extremist travel. The exercise will take place in 2015-16.

The Government of Canada has met its commitments under Initiatives 1 and 2. Collaboration with the U.S. in the areas of Joint Threat Assessments and information/intelligence sharing will continue.

Initiative 3 (Domain Awareness):

Under the BTB, Canada and the U.S. continued to make progress on improving domain awareness with respect to activities, threats and criminal trends in the air, land and maritime domains along the shared border.

In 2014-15, Canada and the U.S. initiated work to identify capability gaps and vulnerabilities. The primary objective of the exercise was to develop a joint gap analysis process based on an existing U.S. Customs and Border Protection (CBP) methodology that would facilitate the completion of a prioritization exercise of technology gaps at the Canada-U.S. border.

Initiative 4 (Countering Violent Extremism):

In 2014-15, PS played a leadership role among international partners to share different approaches, programming and strategies in countering violent extremism, including within the Five Country Ministerial and the Global Counterterrorism Forum's Working Group on Countering Violent Extremism. PS continued to collaborate with its U.S. counterparts to implement the joint Countering Violent Extremism work plan. This entailed the coordination and sharing of research, best practices and tools for law enforcement, and emphasizing community-based and community-driven efforts.

During the reporting period, progress was achieved across all of the countering violent extremism commitments. Bilateral collaboration on countering violent extremism initiatives and engagement has strengthened Canada-U.S. relationships and established strong networks that will be sustained in the future.

For example, the Minister of Public Safety and Emergency Preparedness attended the White House CVE Summit in February 2015 to develop an action agenda to address the phenomenon of violent extremism. U.S. participants have provided feedback on the 'Deepening the Dialogue' initiative – a community engagement technique that uses fictionalized first person radicalization to violence narratives to initiate conversations with community groups and to discuss violent extremism in the context of people's life experiences – and have expressed interest in receiving training.

The Government of Canada has met its commitments under Initiative 4. Collaboration with the U.S will continue in the area of countering violent extremism.

Initiative 7 (Joint Food/Plant/Animal Assessments/Audits):

In 2014-15, the Canadian Food Inspection Agency (CFIA) and the United States Department of Agriculture (USDA) successfully completed the initiative and acknowledged that joint assessments of animal health, plant health and food safety threats to address off-shore risks will improve the efficiency of verification activities conducted by both organizations in audits of third countries that are eligible to export to Canada and U.S.

Regarding the sharing of information from third countries, each organization will work internally with its respective legal counsel to establish clear guidelines governing these exchanges.

With respect to plant health, in 2014-15, the CFIA continued to work with the USDA to conduct joint assessments of pre-departure certification programs in Korea, Japan and China to reduce plant health threats. The CFIA and USDA jointly prepared and published a report on the joint assessment for plant health risks (Asian Gypsy Moth [AGM]) that establishes assessment processes, outlines information-sharing mechanisms, identifies further work that is needed and makes recommendations for program enhancements. The report

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included a review of how the USDA and the CFIA conduct joint assessment and coordination of responses to outstanding non-compliance issues with regulated countries, and with domestic stakeholders.

Significant success in increasing education and awareness of the plant health threats internationally and domestically has been attained through the joint assessments of AGM; the CFIA and the USDA continue to partner in this important work. Through continued close collaboration with U.S. regulatory partners, this initiative will enable the future coordination of activities, resources and the effective sharing of results from the assessments to prevent potential risks from entering North America.

As next steps for this initiative, the CFIA and the USDA will work to enhance and expand the joint assessment activities in general, and the AGM program in particular, based on the recommendations of the joint report.

In the area of animal health, Canada and the U.S. implemented an arrangement on zoning for Foreign Animal Disease. The intent of the arrangement is to facilitate recognition of countries' zoning decisions during an outbreak of Foreign Animal Disease. Its objective is to minimize unnecessary disruptions to trade, should an introduction of Foreign Animal Disease occur.

The Government of Canada has met its commitments under Initiative 7. Collaboration with the U.S will continue in the area of food/plant/animal assessments/audits.

Ports of entry focus on high-risk goods and individuals by expediting low-risk cargo, passenger baggage and individuals entering either country (Initiatives 5, 6, 8-16 and 20, 22, 24)

Initiative 5 (Integrated Cargo Security):

The Integrated Cargo Security Strategy (ICSS) was developed as a joint Canada – U.S. strategy to address risks associated with shipments arriving from offshore based on informed risk management. In fiscal year 2012-13, both countries launched a series of pilots (i.e. the marine cargo risk assessment and examination pilots in Prince Rupert and Montreal, and the Tamper Evident Technology pilot) to test, validate and shape the full implementation of the ICSS. In fiscal year 2014-15, the operational testing phase of the ICSS marine pilots was formally concluded. Early results from the pilots' assessment indicate that while screening for national security purposes has been successfully tested, a series of operational impediments prevented the full testing of the ICSS principle for other purposes. Canada and the U.S. continue to work together to identify and mitigate risks as early as possible in the supply chain as they present a threat to our shared border, and are in the process of identifying elements (e.g., multi-modal manifests, inspection protocols, harmonized processes and standards) required to achieve the vision of "cleared once, accepted twice".

The Canada Border Services Agency (CBSA) and Transport Canada (TC) continued to target for national security and aviation security risks prior to cargo being loaded onto aircraft destined for Canada. This was accomplished by risk assessing data elements that were submitted in pre-load timeframes by the seven air carriers and two freight forwarders voluntarily participating in the pilot. Phase I of the Pre-Load Air Cargo Targeting (PACT) pilot has demonstrated that 7+1 data elements (shipper name, shipper address, consignee name, consignee address, commodity description, weight and piece count + air waybill number) are sufficient in conducting initial risk assessment for aviation security/imminent threat purposes (i.e. explosives). Progress continues to be made at international fora, including at the World Customs Organization – International Civil Aviation Organization (ICAO) Joint Working Group on Advance Cargo Information. Alongside the U.S. and European Union (EU), Canada has been a major contributor to discussions internationally regarding the development of pre-load air cargo information related initiatives. An Assessment of Phase I of the PACT pilot is

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nearing completion, which will outline challenges that have been encountered, and recommendations moving forward.

Initiative 6 (Passenger Baggage Screening):

New checked baggage screening technology, certified by the U.S. Transportation Security Administration (TSA), continues to be deployed at Canada's eight preclearance airports. Deployment of this TSA-certified technology enables the U.S. to progressively lift the requirement to re-screen baggage originating from those Canadian airports where the technology is located, prior to the passenger's departure on a connecting flight to another U.S. destination. This is expected to facilitate passenger travel, and result in cost savings for airports and airlines.

Since deployment began in February 2012, four airports have deployed the TSA-certified technology. To date, the U.S. has lifted the re-screening requirement at all four of these airports. Of the four remaining preclearance airports, two are on track to deploy the technology by December 2015 and a third airport is expected to deploy the technology by mid-January 2016. The last preclearance airport is expected to deploy the technology by fall 2016.

Initiative 8 (Electronic Travel Authorization):

In 2014-15, Citizenship and Immigration Canada (CIC) continued to develop and implement the Electronic Travel Authorization (eTA) program. This initiative will allow the Government of Canada to screen visa-exempt foreign nationals (excepting U.S. citizens) at the earliest opportunity, before they seek to board a plane to Canada, in order to determine whether or not they pose an admissibility or security risk. As a critical milestone, draft regulations were pre-published in the *Canada Gazette* for comment in June 2014. Program implementation dates for eTA have now been finalized: as of August 1, 2015, prescribed travellers will be able to voluntarily complete an application which is available on the CIC website; from March 15, 2016, prescribed travellers will be required to hold an eTA when seeking to travel to, or enter, Canada.

Initiative 9 (Interactive Advance Passenger Information):

In fiscal year 2014-15, the Interactive Advance Passenger Information (IAP) initiative continued working towards contributing to the ultimate BTB outcome of stopping threats before they arrive in Canada. The CBSA met with the Office of the Privacy Commissioner on three occasions in order to seek guidance on potential privacy issues related to IAP. The IAP team worked closely with the Entry/Exit (Air Exit component) team to align the two projects toward a single implementation window to facilitate and minimize systems changes for airlines. In addition, progress was made towards the completion of the IAP initiative's *Canada Gazette, Part I*, pre-publication package. Furthermore, as in the previous year, the IAP team met with Airline Industry Working Group stakeholders on six occasions to provide updates and further discuss any potential impacts for commercial air carriers, and worked towards resolving such impacts. IAP also met with commercial air carrier technical representatives on five occasions through the Airline Industry Technical Working Group in order to discuss potential technical issues. To support industry discussions, technical specifications (namely, the "Commercial Messaging Requirements") for IAP were developed and shared with commercial airline representatives to obtain feedback and address any concerns in order to finalize the document. The IAP initiative continued its consultations with key external stakeholders, including U.S. CBP, to discuss best practices. The IAP team also worked closely with CIC to continue towards implementation, as IAP is to be the validation mechanism for CIC's eTA.

There are several dependencies which are key to the successful and timely implementation of the IAP initiative. Notably, this includes building the IAP system must will be built prior to the October 1, 2015 implementation date to ensure timely on-boarding of airlines prior to the eTA mandatory date of March 15, 2016. Furthermore, the completion timelines of the IAP regulatory package will be dependent upon the magnitude and complexity of comments submitted by stakeholders during the *Canada Gazette, Part I*,

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comment period. Finally, while the CBSA is undertaking activities to optimize the effectiveness of early and efficient airline on-boarding to the IAPI system, full and timely implementation remains highly dependent upon the readiness of air carriers and any conflicting priorities they may have, which are beyond the CBSA's control.

Initiative 10 (Immigration Information Sharing):

Since 2013-14, Canada and the U.S. has been exchanging biographic immigration information on those third country nationals seeking to enter either country who had previously violated immigration laws or were denied a visa from the other country. By providing decision-makers with additional information to consider when making an admissibility decision, this initiative is increasing security, countering fraud and improving the integrity and efficiency of admissibility decisions.

Beginning in 2015-16, Canada and the U.S. are able to directly query the other country, on applicants and asylum claimants, in a systematic manner, using a fingerprint (biometrics). Biometric-enabled sharing helps to counter identity fraud, provide valuable information to inform respective independent admissibility decisions, strengthen identity management, and bolster program integrity.

Initiative 11 (Entry/Exit Information System):

The Entry/Exit initiative established coordinated entry and exit information systems between Canada and the U.S. to exchange biographic information (e.g. name, citizenship) such that entry into one country constitutes an exit from the other. During the 2014-15 reporting period, virtually all (97.1%) the U.S. entry records (exits from Canada) are able to be successfully reconciled to a CBSA exit record. Entry/Exit continues to allow for the CBSA to close outstanding immigration warrants and reprioritize ongoing investigations for persons identified as having departed Canada. Both CIC and CBSA continue to work toward system readiness for the inclusion of citizens, as well as travellers in the air mode; enabling legislative and regulatory authorities must be in place before full implementation can be achieved.

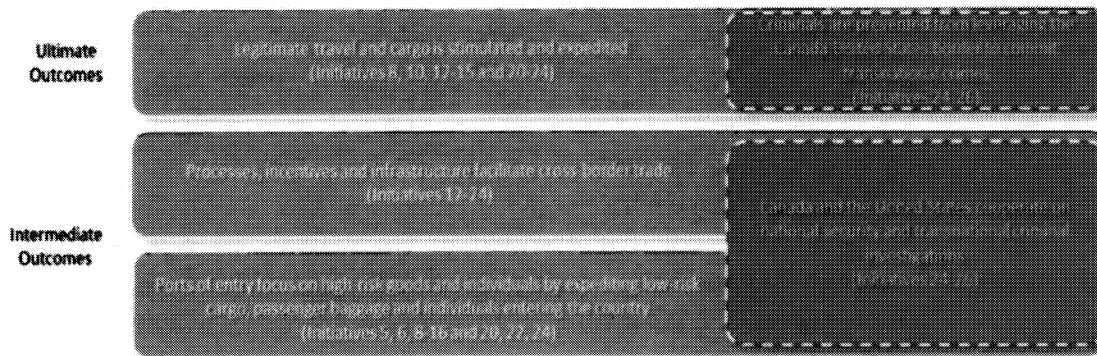
Theme 2 – Trade Facilitation, Economic Growth and Jobs (Initiatives 12-24)

The free flow of goods and services between Canada and the United States creates immense economic benefits for both countries. As the two countries work to strengthen the security of the shared perimeter, initiatives to create more openness at the land border for legitimate travel and trade are being pursued. The Beyond the Border Action Plan enhances the benefits of programs that help trusted businesses and travellers move efficiently across the border, introduces new measures to facilitate movement and trade across the border while reducing the administrative burden for businesses, and invests in improvements to the shared border infrastructure and technology.

Outcomes¹⁸

¹⁸ Action Plan initiatives, other than those listed under this theme, also contribute to the outcomes enclosed within the dotted line box.

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Financial Table

Theme 2 – Trade Facilitation, Economic Growth and Jobs (Initiatives 12-24)

Department/Agency	2014-15 (in dollars)			
	New Funding	Internal Reallocation	Total Planned Spending	Actual Spending
Canada Border Services Agency (CBSA)	\$37,488,486	\$627,703	\$38,116,189	\$32,215,505
Canadian Food Inspection Agency (CFIA)	\$3,130,000	\$0	\$3,130,000	\$3,147,970
Canadian Nuclear Safety Commission (CNSC)	\$950,000	\$0	\$950,000	\$401,021 ^{vi}
Department of Foreign Affairs, Trade and Development Canada (DFATD)	\$400,000	\$518,127	\$918,127	\$7,282,987 ^{vii}
Department of Fisheries & Oceans (DFO)	\$337,946	\$0	\$337,946	\$197,070 ^{viii}
Environment Canada (EC)	\$1,909,696	\$0	\$1,909,696	\$1,071,009 ^{ix}
Federal Bridge Corporation Limited (FBCL)	\$6,000,000	\$0	\$6,000,000	\$1,321,097 ^x
Health Canada (HC)	\$3,840,000	\$0	\$3,840,000	\$3,544,898
Natural Resources Canada (NRCan)	\$890,000	\$0	\$890,000	\$1,136,955 ^{xi}
Public Health Agency of Canada (PHAC)	\$1,350,000	\$0	\$1,350,000	\$704,264 ^{xii}
Public Safety Canada (PS)	\$0	\$951,397	\$951,397	\$757,437
Transport Canada (TC)	\$7,688,272	\$782,132	\$8,470,404	\$1,310,642 ^{xiii}
TOTAL	\$63,984,400	\$2,879,359	\$66,863,759	\$53,090,855

Performance Metrics

	2011-12	2012-13	2013-14	2014-15
Ultimate Outcome: Legitimate travel and cargo are stimulated and expedited				
Indicator 1: Percentage of border wait-time standards that are achieved	-	¹⁹	94.6% ²⁰	97.4% ²¹
		CSA	CSA	CSA
		# of imports:	# of imports:	# of imports:
		1,181,176	1,210,000	1,354,000
		\$ value for	\$ value for	\$ value for
		duty:	duty:	duty:
		\$88,826,000	\$89,100,000	\$111,911,000
Indicator 2: Number and value for duty of imports by Customs Self-Assessment (CSA)/Partners in Protection (PIP) members and total for CBSA	²²	PIP	PIP	PIP
		# of imports:	# of imports:	# of imports:

¹⁹ Performance information was not available for 2011-12 and 2012-13.

²⁰ The methodology used to calculate the percentage of border wait-time standards achieved differs from 2013-14 to 2014-15. If the methodology used for 2014-15 were applied to 2013-14, the percentage of border wait-time standards achieved would be 98.3%.

²¹ The estimated wait-times for reaching the primary inspection booth is 10 minutes on weekdays and 20 minutes on weekends and holidays. The performance target for border wait-times requires that these times be met 95% of the time; if these times have been reached between 90% and 94.99% of the time it is deemed to be within the tolerance zone.

²² Performance information not available for 2011-12 due to system constraints.

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Performance Metrics

	2011-12	2012-13	2013-14	2014-15
		713,660 \$ value for duty: \$35,779,000	730,000 \$ value for duty: \$42,100,000	743,200 \$ value for duty: \$38,312,000
		Total for CBSA (by all types of importers) # of imports: 13,993,256 \$ value for duty: \$461,157,000	Total for CBSA (by all types of importers) # of imports: 14,000,000 \$ value for duty: \$479,000,000	Total for CBSA (by all types of importers) # of imports: 15,399,000 \$ value for duty: \$519,400,000
Indicator 3: Number of NEXUS Lanes at Canadian Ports of Entry	22	28	33	33
Indicator 4: Percentage of Trusted Traveller passages out of all passages	7.05%	6.49% ²³	7.83% ²⁴	8.70% ²⁵
Intermediate Outcome : Processes, incentives and infrastructure facilitate cross-border trade				
	PIP: • 131 applications received • 66 new members • 1,485 total members	PIP: • 139 applications received • 90 new members • 1,527 total members • 2.83% increase in total membership	PIP: • 108 applications received • 59 new members • 1,532 total members • 0.33% increase in total membership	131 new approved members ²⁶
Indicator 1: Number of new applications, change in the number of members and total membership for Trusted Trader programs:				
• Partners in Protection (PIP)				• PIP: 83
• Customs Self-Assessment (CSA)	CSA: • 72 applications received • 66 new members • 923 total members	CSA: • 76 applications received • 58 new members • 957 total members • 3.68% increase in total membership	CSA: • 75 applications received • 59 new members • 997 total members • 4.18% increase in total membership	• CSA: 48
Indicator 2: Number of new applications and percentage change in the number of members for:				
• Commercial Driver Registration Program (CDRP)	CDRP: • 566 applications received • 22.13% decrease in total membership	CDRP: • 824 applications received • 21% decrease in total membership	CDRP: • 463 applications received • 2.63% decrease in total membership	CDRP: • 625 applications received • 8.33% increase in total membership
• Free and Secure Trade (FAST)				

²³ Value for 2012-13 was amended as a result of improvements in data reporting methodology; 2012-13 data originally reported 7.82%.

²⁴ Value for 2013-14 was amended as a result of improvements in data reporting methodology; 2013-14 data originally reported 8.42%.

²⁵ Trusted Traveller passages increase their share of total passages. FAST/CDRP driver passages were not available and are not included.

²⁶ Due to the nature of the carrier industry, it is not uncommon for companies to restructure, merge or go out business, resulting in removal from the program. The target was revised in 2014-15 to reflect growth in new members, as opposed to overall growth.

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Performance Metrics	2011-12	2012-13	2013-14	2014-15
	FAST: • 6,512 applications received • 3.62% decrease in total membership CSA Importer: 0.23% ²⁷	FAST: • 7,111 applications received • 0.64% decrease in total membership CSA Importer: 0.27% PIP Importer: 0.81%	FAST: • 8,979 applications received • 0.39% decrease in total membership CSA Importer: 0.18% PIP Importer: 0.72%	FAST: • 15,372 applications received • 2.27% decrease in total membership CSA Importer: 0.10% PIP Importer: 0.57%
Indicator 3: Percentage of Trusted Trader shipments that are examined				

Intermediate Outcome: Ports of Entry focus on high risk goods and individuals by expediting low-risk cargo, passenger baggage and individuals entering either country

Indicator 1: Average passage processing time (from RFID capture to BSO decision in land mode) in NEXUS lanes vs. conventional lanes	NEXUS: 17 seconds Conventional: 45 seconds NEXUS: • 200,202 applications received • 660,632 total members • 26.28% increase in total membership	NEXUS: 31 seconds ²⁸ Conventional: 63 seconds ²⁹ NEXUS: • 219,780 ³² applications received • 833,295 total members • 26.14% increase in total membership	NEXUS: 38 seconds ³⁰ Conventional: 63 seconds ³¹ NEXUS: • 215,624 ³³ applications received • 995,078 total members • 19.41% increase in total membership	NEXUS: 33 seconds Conventional: 52 seconds NEXUS: • 276,203 applications received • 1,199,410 total members • 20.53% increase in total membership
Indicator 2: Number of new applications and percentage change in the number of members for NEXUS				
Indicator 3: Number of total shipments processed under expedited customs clearance (i.e. Low-Value Shipments)	34,802,654	34,606,543	37,528,815 ³⁴	39,082,146

Ports of entry focus on high risk goods and individuals by expediting low-risk cargo, passenger baggage and individuals entering either country (Initiatives 5, 6, 8-16 and 20, 22, 24)

Initiative 12 (Enhancing Benefits for Trusted Trader Programs):

In 2014-15, the CBSA entered into a Memorandum of Understanding with U.S. CBP to support the harmonization of CBSA's Partners in Protection (PIP) program and U.S. CBP's – Trade Partnership Against Terrorism (C-TPAT) program. The CBSA continues to work with U.S. CBP on ensuring alignment between the two programs, beginning with the harmonization of highway carriers.

²⁷ Measurement of shipment examination rates was limited to CSA in 2011-12.

²⁸ Value for 2012-13 was amended as a result of improvements in data reporting methodology; 2012-13 data originally reported 13 seconds.

²⁹ Value for 2012-13 was amended as a result of improvements in data reporting methodology; 2012-13 data originally reported 43 seconds.

³⁰ Value for 2013-14 was amended as a result of improvements in data reporting methodology; 2013-14 data originally reported 18 seconds.

³¹ Value for 2013-14 was amended as a result of improvements in data reporting methodology; 2013-14 data originally reported 37 seconds.

³² Value for 2012-13 was amended as a result of improvements in data reporting methodology; 2012-13 data originally reported 215,586 applications received.

³³ Value for 2013-14 was amended as a result of improvements in data reporting methodology; 2013-14 data originally reported 215,624 applications received.

³⁴ Value for 2013-14 was amended as a result of improvements in data reporting methodology; 2013-14 data originally reported 37,642,481.

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The CBSA also launched a new online Trusted Trader Portal in June 2014 that allows companies to apply for membership in the PIP program, and allow existing members to maintain their Trusted Trader membership. The Portal will serve as the foundation for future phases of Trusted Trader enhancements, including the streamlined exchange of program information between the Trusted Trader Portal and the C-TPAT portal. Other lines of business will be harmonized and implemented through subsequent Information Technology (IT) systems releases.

The CBSA and the CFIA entered phase II of the pilot project for introducing feasibility of allowing the importation of selected low-risk processed, pre-packaged foods from the U.S. into Canada under the CSA program. However, anticipated regulatory changes that will impact the CFIA's requirements on the importation of foods have resulted in a delay in consultations while the CFIA examines the ramifications of the regulatory modifications. The CFIA has been considering potential solutions and will consult with the CBSA in early 2015-16. Meetings to discuss potential options are anticipated for the 2015-16 fiscal year.

Initiative 13 (Increasing Harmonized Benefits to NEXUS Members):

This initiative is designed to increase and retain membership of the NEXUS program to support strategic management of the border, by focusing resources at ports of entry more on unknown or higher-risk individuals and less on members of NEXUS. As part of a trusted traveller program, NEXUS members are pre-approved as low-risk travelers who enjoy the benefit of expedited travel. In 2014-15, the NEXUS program held six enrolment blitzes, which resulted in enrolling approximately 34,630 members. In addition, CBSA and U.S. CBP continued to move forward with a joint marketing campaign and announced the NEXUS one million members milestone in July 2014.

Further to the Canadian Air Transport Security Authority (CATSA) pilot initiated in November 2013, which utilized screening procedures for NEXUS members that are similar to those used under the TSA's Pre✓™ Program, this benefit was expanded to include four of Canada's busiest airports: Vancouver, Calgary, Toronto (Pearson Terminals 1 and 3), and Montreal. At these lines, trusted travellers have access to faster security screening, for instance, not having to remove shoes, belts, hats, light jackets; and keeping permitted liquids, aerosols and gels in carry-on bags.

At Peace Bridge, Fort Erie, Ontario, CBSA announced a NEXUS electronic gate or "eGate" in July 2014, to allow 24/7 access to the NEXUS lane at this major port-of-entry.

Further to the commitment announced at the North American Leaders Summit in February 2014, Canada continues to work with its counterparts in the U.S. and Mexico to implement a Trusted Traveller Arrangement.

Processes, incentives and infrastructure facilitate cross-border trade (Initiatives 12-24)

Initiative 14 (Enhancing Facilities to Support Trusted Trader and Traveller Programs):

During 2014-15, the CBSA developed the FAST Recommendation Report which the President of the CBSA approved in September 2014. This supports the recommendations for FAST lane and booth expansion/modification in Fort Erie, Ontario; Pacific Highway, British Columbia; and Emerson, Manitoba. More detailed work, including costing and projected timelines, continues on FAST Infrastructure and Membership Expansion for each of the three expansion sites.

In addition, the CBSA continues its work in determining the short and longer term systems options to support FAST Membership Expansion and enabling PIP-only and CSA-only usage of the FAST lane benefits.

As part of the NEXUS lane expansion, there are four outstanding lanes that are yet to be installed.

Initiative 15 (Pre-Inspection and Preclearance):

In 2014-15, negotiations were finalized between Canada and the U.S. on a comprehensive preclearance approach for all modes of cross-border trade and travel. The Agreement on Land, Rail, Marine and Air Transport Preclearance was signed on March 16, 2015, completing a key initiative in the BTB Action Plan. In addition, Phase II of the truck cargo pre-inspection pilot project, which was launched in February 2014, was successfully completed and concluded in January 2015.

Initiative 16 (Facilitating the Conduct of Cross-Border Business):

While the commitments under this initiative were completed by 2013-14, Canada and the U.S. continued to discuss developments with respect to business travel facilitation.

The Government of Canada has met its commitments under Initiative 16.

Initiative 17 (Single Window):

As part of the Single Window Initiative (SWI), CBSA implemented a new pre-arrival Electronic Data Interchange message, the Integrated Import Declaration (IID), on March 29, 2015. The IID will help CBSA achieve its BTB performance outcomes by converting paper permits, licenses and certificates and other import documentation with government regulations to an electronic format for participating Government of Canada departments and agencies. The IID includes all Government of Canada data required for the importation of commercial goods, enables industry to use product identification methods available within their supply chains, and supports facilitated trade transaction processing.

The SWI IID eliminates redundant processes at the border and will provide consistent application of Government of Canada import reporting requirements. It also aligns with international standards and enhances government service delivery for the trade community through simplified border processing.

The SWI is currently in year four of a five-year project. As of March 29, 2015, a major milestone was reached when the SWI went live and into production. SWI functionality (the Integrated Import Declaration, including Document Imaging) was implemented with Health Canada, the Public Health Agency of Canada, the Department of Foreign Affairs, Trade and Development, Transport Canada, and Natural Resources Canada. The remaining department and agencies to onboard are the Canadian Food Inspection Agency, Fisheries and Oceans Canada, Environment Canada and the Canadian Nuclear Safety Commission.

Beyond the March 2015 implementation, the CBSA SWI will continue working on providing enhancements to functionality, further onboarding of programs, certification of Trade Chain Partners, implementation of outreach improvements and integration within the Commercial System enhancements under eManifest.

Initiative 18 (Harmonizing Low Value Shipment Thresholds):

In 2013, the CBSA and U.S. CBP concurrently increased their low value shipment thresholds to \$2,500 from the existing level of \$1,600 in Canada and \$2,000 in the U.S., thereby fulfilling an Action Plan commitment. Canada also increased the low value shipment threshold to \$2,500 for exemption from North American Free-Trade Agreement (NAFTA) Certificate of Origin requirements, thus aligning it with the U.S. threshold. At the time that the revised thresholds were announced, it had been estimated that 1.5 million shipments would transition from the regular commercial stream to the Courier Low Value Shipment (CLVS) Program and, in fact, statistical data has proven an even greater number, which has resulted in reduced processing time for businesses and quicker facilitation and entry of goods into the Canadian market.

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In 2014-15, CBSA continued to process 98% of all low value shipments on the same day of arrival. This percentage has remained consistent since the inception of the CLVS Program in 1993 in spite of the increased volume of shipments. In order to continue meeting commitments, the CBSA is undertaking a modernization initiative of the CLVS program and will continue to work with U.S. CBP and other Border Five (B5) partners.

*The Government of Canada has met its commitments under Initiative 18
 and is continuing to strengthen its approach.*

Initiative 19 (Accountability for Border Fees/Charges):

To bring greater public transparency and accountability to the application of border fees and charges, PS and U.S. CBP posted Canadian and U.S. border fee inventories online in December 2013.³⁵ The inventories set out the purpose and legal basis of these fees and charges, how they are collected, how much is collected, their intended use, and the rationale for collecting them at the border. They include fees that are applied to the entry of goods into the country, mandatory to each and every shipment, established by legal authority (a law, regulation, or statutory authority), and administered by a department or agency of either federal government.

In 2014-15, work concluded on the next phase of the initiative, commissioning a third party contractor to conduct an economic impact assessment of border fees. The assessment focused on the economic impact of border fees and charges included in the inventories on motor vehicle and motor vehicle parts manufacturing, plastic product manufacturing, as well as vegetable and melon farming industries in the U.S. and Canada. Publication of the economic impact assessment results is scheduled for mid-2015-16.

Initiative 20 (Expanding and Upgrading Infrastructure at Key Crossings):

In spring 2013, the Government of Canada announced up to \$127 million in funding to expand and modernize facilities at the ports of entry in Lacolle, Quebec; Lansdowne, Ontario; Emerson, Manitoba; and North Portal, Saskatchewan.³⁶ Improvements will increase capacity for commercial traffic, reduce wait-times and strengthen border security. Upgrades and improvements to the four funded points of entry are being made and the projects are expected to be completed in 2017-18.

Initiative 21 (Coordinating Investments at Small and Remote Ports of Entry):

In 2014-15, the CBSA continued its efforts in advancing work to support the implementation of the remote traveller processing pilot. During the reporting period, a simulation of the remote traveller processing concept of operations, including supporting infrastructure, technological, policy and program components was developed, tested and refined for implementation.

Initiative 22 (Deploying Border Wait-Time Technology and Establishing Wait-Time Service Levels):

Canada and the U.S. committed to implement border wait-time (BWT) measurement systems at 20 high priority border crossings. To date, these systems have been implemented at seven crossings (four in British Columbia and three in Ontario). Funding has been identified in Canada for the deployment of BWT measurement technology for the remaining 13 high-priority border crossings. Transport Canada, along with its partners, remains committed to the implementation of border wait-time measurement solutions at the high priority crossings. Transport Canada and the U.S. Department of Transportation are currently working in collaboration to deploy technology at these crossings through a series of Regional Roundtable Webinars on BWT. The Roundtables will help harmonize efforts on both side of the border to move forward with deploying wait-time solutions at crossings by offering education and technical assistance. Transport Canada also looks forward to the results of work currently being undertaken by U.S. CBP regarding its data-driven pilot project approach as a potential border wait-time measurement solution.

³⁵ <http://www.publicsafety.gc.ca/cnt/brdr-strtes/bynd-th-brdr/fls/brdr-fs-eng.pdf>

³⁶ In 2013, up to \$127M was announced for key border crossings: \$47M for Lacolle, QC; \$60M for Lansdowne, ON; \$10M for Emerson, MB; and, \$10 for North Portal, SK.

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Initiative 23 (Installing RFID Technology):

During 2014-15, in anticipation of the introduction of Radio Frequency Identification (RFID) technology at Canadian ports of entry, the CBSA began system changes and procurement activities to prepare for the RFID implementation. The CBSA will further advance this project over the coming years by awarding the procurement contract, purchasing and installing the RFID readers, making the necessary system changes, and ensuring the CBSA can access RFID enabled documents at the border.

Initiative 24 (Organizing Bi-National Port Operations Committees):

To date, 28 Bi-National Port Operations Committees (BPOC) have been established. Eight of these committees are present at each of the Canadian airports which provide U.S. preclearance, while the remaining 20 were established at land border POEs. BPOCs were put in place to ensure cooperation and partnering to enhance collaboration on overall port management, coordinate emergency response and preparedness, integrate enforcement efforts, and to improve the efficiency of the mitigation strategies for border wait-times. These committees play an important role in improving how the Government of Canada manages travel and trade flows and expedites the processing of travellers and goods.

The Government of Canada has met its commitments under Initiative 24. Each of the 28 BPOCs will continue to meet at least four times per year while also implementing their individual action plans.

Theme 3 – Cross-Border Law Enforcement (Initiatives 25 and 26)

Canada and the United States have developed successful models for preventing criminals from crossing the border to escape justice. The Shiprider program, for example, employs cross-designated officers to patrol the maritime areas between our two countries, while bi-national law enforcement cooperation and Border Enforcement Security Task Forces support joint investigations and law enforcement action at and between ports of entry. The Action Plan moves forward with new initiatives that build on these successful law enforcement programs.

Outcomes

Ultimate Outcome

Criminals are prevented from leveraging the Canada-United States border to commit transnational crimes (Initiatives 24-26)

Intermediate Outcome

Canada and the United States cooperate on national security and transnational criminal investigations (Initiatives 24-26)

Financial Table

Theme 3 – Cross-Border Law Enforcement (Initiatives 25 and 26)

Department/Agency	2014-15 (in dollars)			
	New Funding	Internal Reallocation	Total Planned Spending	Actual Spending
Public Prosecution Service of Canada (PPSC)	\$558,231	\$0	\$558,231	\$138,728 ^{dy}
Public Safety Canada (PS)	\$0	\$212,273	\$212,273	\$226,616
Royal Canadian Mounted Police (RCMP)	\$10,500,000	\$0	\$10,500,000	\$7,376,119 ^{dy}
TOTAL	\$11,058,231	\$212,273	\$11,270,504	\$7,741,463

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Performance Metrics	2011-12	2012-13	2013-14	2014-15
Ultimate Outcome: Criminals are prevented from leveraging the Canada-U.S. Border to commit transnational crimes				
Indicator 1: Percentage of border covered by radio interoperability systems	³⁷	14.3% ³⁸	28.6% ³⁹	28.6% ⁴⁰
Indicator 2: Number of kilometres of the shared Canada-U.S. maritime border which are covered by Shiprider operations	-	⁴¹	Pacific Region: 250 km Windsor: 468 km	Pacific Region: 250 km Windsor: 468 km
Indicator 3: Number of arrests and seizures as a result of Shiprider and Next Generation operations	-	⁴²	1 Canadian <i>Criminal Code</i> Charge	14 Canadian <i>Criminal Code</i> Charges
Intermediate Outcome: Canada and the U.S. cooperate on national security and transnational criminal investigations				
Indicator 1: Number of Canadian officers who have completed training for Shiprider and Next Generation operations during the fiscal year	21	14	14	21
Indicator 2: Number of officers who are cross-designated for Shiprider and Next Generation operations	⁴²	66	83	84
Indicator 3: Number of regularized Shiprider teams deployed	⁴¹	2	2	2
Indicator 4: Total hours of Shiprider Patrols	-	⁴³	300	1700
Indicator 5: Number of Shiprider boardings of Canadian & U.S. vessels	-	⁴²	105	520

Canada and the United States cooperate on national security and transnational criminal investigations (*Initiatives 24-26*)

Initiative 25 (Pursuing National Security and Transnational Criminal Investigations – Shiprider/Next Generation):

In 2014-15, over 1700 patrol hours were conducted and approximately 520 vessels were boarded during Shiprider operations. In addition to enforcing laws and regulations (including the *Customs Act*, *Criminal Code*, *Canada Shipping Act*, and *Excise Act*), and supporting operational surge events, Shiprider teams assisted in several search and rescue operations.

Arrests for offences such as possession of illegal firearms, impaired boating, and execution of outstanding arrest warrants, serve as demonstrable examples of the results of the Shiprider program. This work was further supported by the training of an additional 21 police officers. The increase in Cross-Designated Shiprider Officers provides greater operational capacity and ability to investigate and respond to safety and security threats.

³⁷ Performance metric implemented in 2012-13.

³⁸ 1 of 7 divisional locations connected - In 2012-13, the RCMP's Border Integrity Operations Centre (BIOC) and the U.S. border law enforcement facilities in Blaine, Washington were interconnected. The number of divisional locations to be interconnected was reduced from eight to seven in 2013-14 since there is no U.S. CBP sector along the Alaska/Yukon border region. Accordingly, the seven Canadian RCMP divisions to be connected to U.S. CBP partners are: British Columbia, Alberta, Saskatchewan, Manitoba, Ontario, Quebec and New Brunswick.

³⁹ 2 of 7 divisional locations connected - In 2012-13, the Windsor and Detroit dispatch locations were successfully interconnected. The number of divisional locations to be interconnected was reduced from eight to seven in 2013-14.

⁴⁰ 2 of 7 divisional locations connected - The areas currently covered are Washington-Vancouver and Detroit-Windsor.

⁴¹ Performance metric implemented in 2013-14.

⁴² Regularized Shiprider operations did not begin until 2013-14; accordingly, there were no arrests or seizures in 2012-13 under these initiatives.

⁴³ Regularized Shiprider operations did not begin until 2013-14.

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Initiative 26 (Radio Interoperability):

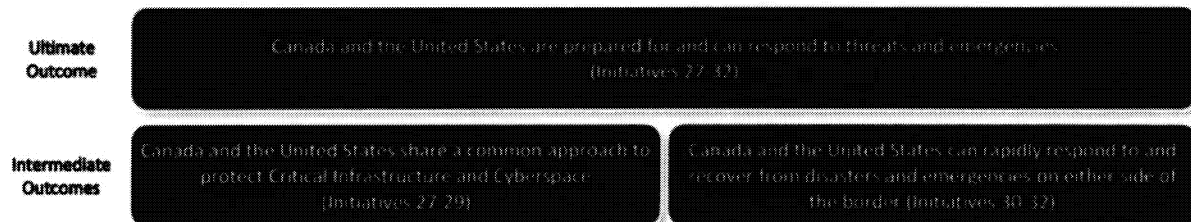
A bi-national radio interoperability system between Canadian and U.S. border enforcement personnel was introduced to permit law enforcement agencies to coordinate effective bi-national investigations, to allow for timely responses to border incidents, and to improve both officer and public safety.

As of March 31, 2015, the RCMP and U.S. CBP have connected two of seven divisional locations (Washington-Vancouver and Detroit-Windsor). It is expected that in 2015-16, significant progress will be made on establishing full connectivity for the remaining locations.

Theme 4 – Critical Infrastructure and Cyber Security (Initiatives 27-32)

Canada and the United States are connected by critical infrastructure — from bridges and roads to energy infrastructure and cyberspace. The Beyond the Border Action Plan includes measures to enhance the resilience of shared critical and cyber infrastructure and to enable the two countries to rapidly respond to and recover from disasters and emergencies on either side of the border.

Outcomes



Financial Table

Theme 4 – Critical Infrastructure and Cyber Security (Initiatives 27-32)

Department/Agency	2014-15 (in dollars)			
	New Funding	Internal Reallocation	Total Planned Spending	Actual Spending
Canada Border Services Agency (CBSA)	\$0	\$67,734	\$67,734	\$65,543
Public Safety Canada (PS)	\$3,005,042	\$0	\$3,005,042	\$3,518,096
Transport Canada (TC)	\$0	\$40,000	\$40,000	\$25,567 ^{xvi}
TOTAL	\$3,005,042	\$107,734	\$3,112,776	\$3,609,206

Performance Metrics

	2011-12	2012-13	2013-14	2014-15
Ultimate Outcome: Canada and the United States are prepared for and can respond to threats and emergencies				
Indicator 1: Critical Infrastructure Resilience Score ⁴⁴	-	- ⁴⁵	51.91	33.98
Intermediate Outcome: Canada and the United States share a common approach to protect Critical Infrastructure and Cyberspace				
Indicator 1: Percentage of stakeholders that have taken risk management action following site assessment	To be measured in 2016-17			

⁴⁴ The Critical Infrastructure Resilience Score measures the ability of critical infrastructure sectors to withstand disruptions and recover quickly in the event of a disaster. The overall score represents a weighted average across critical infrastructure sectors and allows for monitoring progress towards improving critical infrastructure resilience over time.

⁴⁵ Performance metric implemented in 2013-14.

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Performance Metrics	2011-12	2012-13	2013-14	2014-15
Indicator 2: Number of training sessions conducted through Initiative 27 - Enhancing Cross-Border Critical Infrastructure and Resilience	4	5	8	2
Indicator 3: Percentage of critical infrastructure sectors represented at the National Cross Sector Forum	100%	100%	100%	100%
Indicator 4: Joint (Canada/U.S.) communication products developed (cyber security)	⁴⁶	5	3	6
Indicator 5: Number of joint or coordinated engagements with the private sector and external stakeholders, including joint briefings and presentations (cyber security)	⁴⁷	3	7	3
Intermediate Outcome: Canada and the United States can rapidly respond to and recover from disasters and emergencies on either side of the border				
Indicator 1: Development of planning guides, communications and information-sharing protocols, and delivery of a table-top exercise to validate concepts and mechanisms in the maritime context	1 region in progress	1 of 3 regions completed ⁴⁸	1 of 3 regions completed	2 of 3 regions completed ⁴⁹
Indicator 2: Percentage of priority land border crossings that are covered by a regional plan and validated through an exercise	0%	15%	25%	25%

Canada and the United States share a common approach to protect Critical Infrastructure and Cyberspace (Initiatives 27-29)

Initiative 27 (Enhancing Cross-Border Critical Infrastructure and Resilience):

In 2014-15, Public Safety Canada (PS) continued to implement the *Canada-United States Action Plan for Critical Infrastructure*⁵⁰ to deliver an integrated cross-border approach to critical infrastructure protection and resilience. In partnership with the U.S. Department of Homeland Security (DHS), PS launched a second cross-border Regional Resilience Assessment Program (RRAP), with joint assessments in the Yukon and British Columbia regions. The RRAP is an ongoing effort to bring together regional officials and private sector stakeholders to assess infrastructure of bi-national importance, analyze interdependencies and risks, and address identified gaps.

In parallel to the cross-border work, PS continued to expand the RRAP program domestically. Working with provinces, territories and critical infrastructure owners/operators, PS conducted site assessments of vital assets and systems in British Columbia, Saskatchewan, Ontario, Quebec, New Brunswick, Nova Scotia and the Yukon Territory. In addition to domestic expansion, PS continued to integrate the cyber-assessment methodology program known as the Canadian Cyber Resiliency Review (CCRR). The CCRR program has been successfully utilized in Nova Scotia, New Brunswick, Alberta and Manitoba regions.

In addition, PS continued to implement the Virtual Risk Analysis Cell (VRAC) to undertake joint risk management activities with DHS. The VRAC is an interagency organization that was established to conduct joint risk analyses, develop collaborative cross-border analytical products and share methodologies and best practices to enhance critical infrastructure resilience. In particular, over the last year, work was conducted by VRAC to identify cross-border cyber dependencies.

⁴⁶ Performance metric implemented in 2012-13.

⁴⁷ Performance metric implemented in 2012-13.

⁴⁸ Canadian-U.S. Pacific Region was completed in 2012-13.

⁴⁹ Great Lakes Region was completed in 2014-15.

⁵⁰ <http://www.publicsafety.gc.ca/cnt/rsrccs/pbictns/cnd-ntdstts-ctnpln/cnd-ntdstts-ctnpln-eng.pdf>

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Initiative 28 (Government and Digital Infrastructure):

The Canadian Cyber Incident Response Centre (CCIRC) and its U.S. counterparts, the United States Computer Emergency Readiness Team (US-CERT) and the Industrial Control Systems Cyber Emergency Response Team (ICS-CERT), have continued to strengthen information sharing activities, as well as bolster collaboration to improve the cyber resilience of critical infrastructure. With respect to cyber incident management, PS worked to align and standardize processes and escalation procedures, undertook joint simulation and training activities, supported analyst exchanges, and cooperated on botnet takedowns. Further, both countries are part of ongoing technical discussions along with Australia, New Zealand and the United Kingdom, to implement STIX/TAXII (the Structured Threat Information eXpression and the Trusted Automated eXchange of Indicator Information), which will facilitate real-time cyber security information sharing between governments and critical infrastructure stakeholders. On engagement with the private sector to increase awareness of cyber security issues and best practices, PS has shared approaches and collaborated on joint briefings and materials for various critical infrastructure sectors, including energy and finance. Next steps include better coordination on cyber incident response, sharing more in relation to industrial control systems, and continuing to build on joint engagement with industry and coordinated public awareness efforts.

Initiative 29 (Expanding Joint Leadership on International Cybersecurity Efforts):

During 2014, PS deepened and advanced its international outreach significantly, both bilaterally and jointly with the U.S., through international fora aimed to maintain an open, free and secure cyberspace, which is essential to ensure the safety and security of all Canadians and to secure Canada's competitive advantage in the global marketplace. In 2014-15, Canada continued prioritizing its participation in international activities including its contribution within the Organization of American States and the Western Hemisphere. Participation at the Organization for Economic Cooperation and Development (OECD) Working Group on Information Security was continued, as well as the Association of Southeast Asian Nations Regional Forum Cyber Confidence Building Measures Workshop.

With regards to countering cybercrime, Canada has completed all legislative changes necessary to ratify the Budapest Convention which came into force in 2015.

Canada and the United States can rapidly respond to and recover from disasters and emergencies on either side of the border (*Initiatives 30-32*)

Initiative 30 (Mitigating the Impacts of Disruptions on Communities and the Economy):

Canada and the U.S. are developing, on a regional basis, a joint cross-border approach to expedite maritime commerce recovery after a major disruption. Transport Canada leads the marine component of this initiative, while PS leads in the land border domain.

Marine: In 2014-15, to support work in the Great Lakes Region, TC and the U.S. Coast Guard (USCG) facilitated private/public sector stakeholder consultation sessions in Montreal, Hamilton, Detroit and Chicago. As a result of this work, Great Lakes Region Maritime Commerce Resilience guidelines were drafted and are currently being implemented. To support this initiative in the Atlantic region, TC and USCG held an initial webinar with regional stakeholders and have planned face-to-face stakeholder consultation sessions for 2015-16.

Land: In 2014-15, PS continued its work with CBSA and regional stakeholders to develop border traffic management plans. In particular, PS worked with the government of New Brunswick to develop a strategic border traffic management plan to guide regional activities to enhance active monitoring, planning and operations. In addition, PS partnered with the Government of Saskatchewan to develop a strategic border traffic management plan and an operational plan for the North Portal Point of Entry. This work will culminate

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in a border traffic management exercise in Saskatchewan in early 2016. Moving forward, PS will continue its work with CBSA and regional stakeholders across Canada to develop border traffic management plans and to conduct exercises to test these plans.

Initiative 31 (Enhancing Preparedness for Health Security Threats):

In 2014-15, oversight of health security under Beyond the Border transitioned from Public Safety Canada to the Public Health Agency of Canada to enhance strong linkages between health and security portfolios. Throughout 2014-15, Canada and the U.S. continued to collaborate on health security by entering into negotiations on a Forward Plan that introduced new or enhanced measures to build upon initial Beyond the Border successes and lessons learned. In support of the Forward Plan, the Canada-U.S. Beyond the Border Health Security Working Group will be developing a new workplan to be implemented over a three-year timeframe to advance cooperation in the areas of: information sharing, collaboration, interoperability and lessons learned. The workplan will form the basis for enhanced preparedness in areas such as the movement of medical countermeasures and the deployment of public health, medical and other health-related personnel.

Initiative 32 (Emergency Management - Chemical, Biological, Radiological, Nuclear and Explosive (CBRNE), and Interoperability):

The BTB Action Plan established two working groups under Initiative 32 to jointly improve the ability of Canada and the U.S. to prepare for and respond to bi-national disasters: the Canada-U.S. Working Group and the Canada-U.S. Communications Interoperability Working Group (CANUS CIWG).

The CBRNE Working Group is focused on preventing, mitigating, preparing for, responding to, and recovering from CBRNE events. In 2014, Canada and the U.S. collaborated on advancing joint CBRNE-related training opportunities. As a result, Canadian emergency management officials will be able to participate in training offered at the Federal Emergency Management Agency's (FEMA) Emergency Management Institute and the Center for Domestic Preparedness. In addition, Canadian and U.S. officials held discussions to exchange information on standard information sharing and modeling protocols (e.g. plume modeling) to facilitate a joint response to a cross-border CBRNE incident. Moving forward, the Working Group will focus on developing a CBRNE mutual assistance concept of operations.

The CANUS CIWG is focused on promoting cross-border coordination in order to improve public safety communications interoperability. In 2014-15, the CANUS CIWG completed a number of activities associated with this objective including:

- coordinated with the Federal Communications Commission and Industry Canada to develop a Statement of Intent allowing the use of portable radio units across the borders by public safety licensees of either country;
- developed a Memorandum of Understanding to permit automated exchange of information between Canadian and U.S. situational awareness and reporting systems;
- engaged with federal, state, provincial/territorial and local public safety first responders along the border to document existing interoperability efforts; and
- convened the third Canada-U.S. Enhanced Resiliency Experiment to advance cross-border coordination and response through shared information, data, and alerts and warnings.

Looking towards 2015-16, the CANUS CIWG will continue to advance activities outlined in the 5-year work plan (e.g. promote the use of standards and governance models regarding the use of social media in emergency management and share best practices and lessons learned for processes such as cross-border frequency sharing.)

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Managing our New Long-Term Partnership (Initiatives 33 and 34)

Financial Table

Managing our New Long-Term Partnership (Initiatives 33 and 34)

Department/Agency	2014-15 (in dollars)			
	New Funding	Internal Reallocation	Total Planned Spending	Actual Spending
Privy Council Office (PCO)	\$1,059,253	\$0	\$1,059,253	\$1,177,315
Public Safety Canada (PS)	\$0	\$434,193	\$434,193	\$404,485
TOTAL	\$1,059,253	\$434,193	\$1,493,446	\$1,581,800

Governance to oversee the successful implementation and to maintain transparency and accountability

Initiative 33 (BTB Governance and Oversight):

In 2014-15, the Border Implementation Team at the Privy Council Office (PCO) continued to monitor implementation of Action Plan initiatives for Canada. This included convening the third annual joint Canada-U.S. Executive Steering Committee, which met in September 2014 to oversee progress on existing initiatives and to identify areas of further work. PCO also convened regular meetings with implicated departments and agencies at the working, Assistant Deputy Minister and Deputy Minister levels, in order to monitor overall progress and to advance specific issues, and coordinated efforts with the U.S. Government. To support transparency and accountability, PCO, in collaboration with the U.S., finalized the third annual joint Beyond the Border Implementation Report to Leaders. In addition, numerous stakeholder engagements in Canada and the U.S. were used as a supplementary mechanism to communicate and consult on Action Plan initiatives.

Privacy principles to inform and guide information- and intelligence-sharing under the BTB Action Plan

Initiative 34 (Developing a Statement of Privacy Principles and Practices):

Responsible sharing of personal information between Canada and the U.S., in accordance with the domestic laws of both countries, is a cornerstone of the Action Plan. An early deliverable under the Plan was the *Canada-U.S. Joint Statement of Privacy Principles*⁵¹, released in June 2012. The 12 principles cover the provision, receipt, and use of personal information exchanged by Canada and the U.S. pursuant to any information-sharing arrangements and initiatives under the Action Plan, are consistent with domestic privacy laws in both countries, and were inspired in part by international standards and guidelines on privacy (OECD, EU-U.S.)⁵².

To date, the principles have been applied to a number of arrangements, including Phase I and Phase II of Entry/Exit,⁵³ the *Agreement between the Government of Canada and the Government of the United States of America for the Sharing of Visa and Immigration Information*⁵⁴, and the Integrated Cross-Border Maritime Law Enforcement Operations Framework (Shiprider). In addition, tools were created to assist lead departments in determining whether and how to apply the Principles in cross-border information sharing arrangements under the Action Plan.

No other cross-border sharing of personal information has been identified under the remaining planned BTB initiatives. Should this change, the Privacy Principles will be applied accordingly.

The Government of Canada has met its commitments under Initiative 34.

⁵¹ <http://actionplan.gc.ca/en/background/bap-paf/statement-privacy-principles-united-states-and-canada>

⁵² <http://www.oecd.org/sti/ieconomy/oecdguidelinesonthe protectionofprivacyandtransborderflowsofpersonaldata.htm>

⁵³ <http://www.cbsa.gc.ca/btb-pdf/es-se-eng.html>

⁵⁴ <http://www.cic.gc.ca/english/department/atip/pia/ist.asp>

Protected B

Appendix A – List of Beyond the Border Action Plan Initiatives

	Initiative	Lead and Contributing Department(s) / Agency(ies)
1	Joint Threat Assessments	Public Safety Canada
2	Information/Intelligence Sharing	Public Safety Canada o Department of Justice
3	Domain Awareness	Royal Canadian Mounted Police o Transport Canada o Public Safety Canada
4	Countering Violent Extremism	Public Safety Canada
5	Integrated Cargo Security	Canada Border Services Agency o Transport Canada
6	Passenger Baggage Screening	Transport Canada
7	Joint FPA Assessments/Audits	Canadian Food Inspection Agency
8	Electronic Travel Authorization (eTA)	Citizenship and Immigration Canada
9	Interactive Advance Passenger Information (IAPI) - Board/No Board	Canada Border Services Agency
10	Immigration Information Sharing	Citizenship and Immigration Canada
11	Entry/Exit Information Systems	Canada Border Services Agency o Citizenship and Immigration Canada
12	Enhancing Benefits for Trusted Trader Programs	Canada Border Services Agency
13	Increasing Harmonized Benefits to NEXUS Members	Canada Border Services Agency o Transport Canada
14	Enhancing Facilities to Support Trusted Trader and Traveller Programs	Canada Border Services Agency
15	Pre-Inspection and Pre-Clearance Initiatives	Public Safety Canada o Transport Canada o Canada Border Services Agency o Department of Foreign Affairs, Trade and Development Canada o Canadian Food Inspection Agency
16	Facilitating the Conduct of Cross-Border Business	Citizenship and Immigration Canada o Canada Border Services Agency
17	Single Window	Canada Border Services Agency
18	Harmonizing Low Value Shipment Thresholds	Finance Canada o Canada Border Services Agency
19	Accountability for Border Fees/Charges	Public Safety Canada
20	Upgrading and Expanding Infrastructure at Key Crossings	Transport Canada o Canada Border Services Agency
21	Coordinating Investments at Small and Remote Ports of Entry	Canada Border Services Agency
22	Deploying Border Wait-Time Technology and Establishing Wait-Time Service Levels	Transport Canada o Canada Border Services Agency
23	Installing RFID Technology	Canada Border Services Agency
24	Organizing Bi-National Port Operations Committees	Canada Border Services Agency
25	Shiprider / Next Generation - Pursuing National Security and Transnational Criminal Investigations	Public Safety Canada o Royal Canadian Mounted Police
26	Providing Radio Interoperability for Law Enforcement	Public Safety Canada Royal Canadian Mounted Police
27	Enhancing Cross-Border Critical Infrastructure and Resilience	Public Safety Canada
28	Government and Digital Infrastructure - Strengthening Cyber Security	Public Safety Canada
29	Expanding Joint Leadership on International Cyber Security Efforts	Public Safety Canada
30	Mitigating the Impacts of Disruptions on Communities and the Economy	Transport Canada (Marine) Public Safety Canada (Land)
31	Enhancing Preparedness for Health Security Threats	Public Safety Canada o Public Health Agency of Canada
32	Emergency Management CBRNE and Interoperability	Public Safety Canada
33	BTB Governance and Oversight - Executive Steering Committee	Privy Council Office
34	Developing a Statement of Privacy Principles and Practices	Public Safety Canada o Department of Justice

Note: Shared Services Canada is a key partner to both lead and contributing departments/agencies in supporting Beyond the Border information technology infrastructure requirements.

Endnotes

ⁱ CBSA variance between *Total Planned Spending* and *Actual Spending* in *Theme 1* is primarily due to the following:

- **Initiative 5 – Integrated Cargo Security and Initiative (ICSS)**
 Port Metro Vancouver (PMV) will construct and maintain two new Marine Container Examination Facilities (MCEF) pursuant to their obligations under the Section 6 of the Customs Act. Since Treasury Board approval of this project in 2012, PMV experienced delays in acquiring the land. The result is a delay in construction which has affected the CBSA's timelines associated with staffing as well as the procurement of examination equipment. The project is now approximately two years behind schedule. The CBSA is working closely with PMV and other stakeholders to ensure no further delays are experienced. Nonetheless, these delays have led to a temporary variance between the planned and actual spending.
- **Initiative 11 – Entry/Exit Information Systems**
 In 2014-15, the CBSA reprofiled \$31M to future years due in part to the scope and complexity of the project, as well as Cabinet and Parliamentary approvals beyond the control of the CBSA, resulting in delays. Entry/Exit has adjusted its project schedule to align with the new implementation dates. For these reasons, the 2014-15 planned spending figures do not reflect the reprofiled and carried forward amounts.

ⁱⁱ CFIA variance between *Total Planned Spending* and *Actual Spending* in *Theme 1* is primarily due to the following:

- **Initiative 5 – Integrated Cargo Security and Initiative 7 – Joint FPA Assessments/Audits**
 Due to the unpredictability of program needs, CFIA did not dedicate any planned internal funding expenditures for 2014-15. Accordingly, in the Financial Table for *Theme 1*, planned spending for 2014-15 is presented as \$0.

ⁱⁱⁱ CIC variance between *Total Planned Spending* and *Actual Spending* in *Theme 1* is primarily due to the following:

- **Initiative 8 – Electronic Travel Authorization**
 The variance between the planned and actual spending figures is mainly related to unused contingency funding.
- **Initiative 10 – Immigration Information Sharing**
 The variance between the planned and actual spending figures is mainly related to unused contingency funding, delays in staffing, lower than expected heating, ventilation and air conditioning costs and reduced property growth requirements.
- **Initiative 11 – Entry/Exit Information Systems**
 The variance between the planned and actual spending figures is mainly attributable to a delay in the Expenditure Authority approval for Phase II which shifted spending from 2014-15 to 2015-16.

^{iv} IRB variance between *Total Planned Spending* and *Actual Spending* in *Theme 1* is primarily due to the following:

- **Initiative 10 – Immigration Information Sharing**
 The variance between the planned and actual spending figures is mainly due to lower processed volumes than initially projected. The lower volume is attributable to fewer refugee claims processed due to the impact of the new refugee determination measures introduced as part of refugee reform in December 2012. Furthermore, the volume of fingerprint information records shared with the U.S. has been lower than anticipated but it is expected to increase in the coming year. This resulted in less staff hired and salary savings.

^v RCMP variance between *Total Planned Spending* and *Actual Spending* in *Theme 1* is primarily due to the following:

- **Initiative 10 – Immigration Information Sharing**
 The variance presented is due to activities from the previous fiscal year which slipped into 2014-15. The source of funds to cover the variance in 2014-15 was carry-forward specifically identified in 2013-14 for the project.

^{vi} CNSC variance between *Total Planned Spending* and *Actual Spending* in *Theme 2* is primarily due to the following:

- **Initiative 17 – Single Window**
 The variance between the planned and actual spending figures is due to delays in the hiring of staff which resulted in work initially scheduled for 2014-15 being rescheduled to 2015-16 and 2016-17.

^{vii} DFATD variance between *Total Planned Spending* and *Actual Spending* in *Theme 2* is primarily due to the following:

- **Initiative 15 – Pre-Inspection and Pre-Clearance Initiatives**
 The variance between the planned and actual spending figures is due to additional salary and legislation drafting costs.
- **Initiative 17 – Single Window**
 The increase in actual spending compared to planned spending is mainly related to additional funding being allocated internally in order to support the implementation of the multi-year project.

^{viii} DFO variance between *Total Planned Spending* and *Actual Spending* in *Theme 2* is primarily due to the following:

• **Initiative 17 – Single Window**

The variance between the planned and actual spending figures is due to operational constraints. There were delays in the overall project schedule, including project aspects DFO is dependent on, which resulted in delays to DFO's IT architecture development and the schedules for undertaking stakeholder consultations

^{ix} EC variance between *Total Planned Spending* and *Actual Spending* in Theme 2 is primarily due to the following:

• **Initiative 17 – Single Window**

The variance between the planned and actual spending figures is due to lower-than-anticipated professional services provided by contractors.

[†] FBCL variance between *Total Planned Spending* and *Actual Spending* in Theme 2 is primarily due to the following:

• **Initiative 20 – Upgrading and Expanding Infrastructure at Key Crossings**

Variances occurred due to delays in the land acquisition process and the start-up of the subsequent rock blasting work.

^{††} NRCan variance between *Total Planned Spending* and *Actual Spending* in Theme 2 is primarily due to the following:

• **Initiative 17 – Single Window**

Through the use of Operating Budget Carry Forward, NRCan was able to move unused funding from previous years into 2014-15 where the funds were used to complete work that had been rescheduled to align with CBSA's revised implementation schedule.

^{†††} PHAC variance between *Total Planned Spending* and *Actual Spending* in Theme 2 is primarily due to the following:

• **Initiative 17 – Single Window**

The variance is due to savings realized in the area of core solution development through cost sharing between HC and PHAC. The collaboration between the two departments was not anticipated at the time that new funding was requested.

^{††††} TC variance between *Total Planned Spending* and *Actual Spending* in Theme 2 is primarily due to the following:

• **Initiative 15 – Pre-Inspection and Pre-Clearance Initiatives**

The variance between TC planned and actual spending is due to the comprehensive Canada-U.S. Preclearance Agreement being signed later than anticipated, resulting in fewer expenditures.

• **Initiative 22 – Deploying Border Wait-Time Technology and Establishing Wait-Time Service Levels**

Delays in the deployment of border wait-time (BWT) measurement technology at the remaining 13 of 20 crossings led to the decrease in planned spending.

^{†††††} PPSC variance between *Total Planned Spending* and *Actual Spending* in Theme 3 is primarily due to the following:

• **Initiative 25 – Shiprider/Next Generation**

The amounts presented as actuals are based on work completed on Shiprider files to date. Planned amounts were determined based on anticipated workload. To date the workload has been less than anticipated and it is impossible at this point to determine whether the current workload will increase in future. The PPSC does not control the volume of work that it receives. It simply responds to referrals and/or requests from investigative agencies. Please note as well that our results are based on information contained in our internal database. The figures are extracted from a live timekeeping system. As a result, the figures may be subject to revision from time to time, based on changes made to the data for any particular reporting period.

^{††††††} RCMP variance between *Total Planned Spending* and *Actual Spending* in Theme 3 is primarily due to the following:

• **Initiative 25 – Shiprider/Next Generation**

The variance between the planned and actual spending figures is due to changing operational priorities with the Federal Policing program, which are primarily related to national security following the events on Parliament Hill in October 2014. Resources were allocated to support national security criminal investigations, including high-risk travelers and high-risk individuals and other national security threats.

^{†††††††} TC variance between *Total Planned Spending* and *Actual Spending* in Theme 4 is primarily due to the following:

• **Initiative 30 – Managing Traffic in the event of an Emergency**

The variance between planned and actual spending exists because planned travel and workshops did not take place during the reporting period due to project delays.



RAPPORT DE 2014-2015 SUR L'INITIATIVE HORIZONTALE DU PLAN D'ACTION PAR-DELÀ LA FRONTIÈRE

Le 4 février 2011, le Canada et les États-Unis (E.-U.) se sont engagés à travailler ensemble dans le cadre du document « *Par-delà la frontière : une vision commune de la sécurité du périmètre et de la compétitivité économique* ». La Déclaration marquait le début d'un nouveau partenariat à long terme entre les deux pays, qui s'articulait autour d'une approche de la sécurité et de la compétitivité économique reposant sur un périmètre commun. Cette initiative horizontale vise à renforcer la sécurité et à accélérer la circulation légitime des voyageurs, des marchandises et des services, à la frontière et au-delà. Le Plan d'action Par-delà la frontière (PDF), publié en décembre 2011, traduit cette collaboration et cet engagement, et énonce des initiatives particulières (**Annexe A**) destinées à protéger la frontière et le périmètre canado-américain tout en facilitant le commerce et les déplacements légitimes.

Le Plan d'action énonce les priorités communes visant à assurer la sécurité et l'efficacité de la frontière canado-américaine selon quatre domaines de coopération : Agir tôt pour éliminer les menaces; Facilitation du commerce, croissance économique et emplois; Application transfrontalière de la loi; et Infrastructures essentielles et cybersécurité. Au total, 32 initiatives sont regroupées sous ces quatre domaines. Deux autres initiatives ont pour objet de garantir l'échange responsable des renseignements personnels et la supervision centralisée de la mise en œuvre fructueuse du Plan d'action.

Le gouvernement du Canada a collaboré étroitement avec ses homologues américains pour assurer le succès du Plan d'action. L'objet du présent rapport est de faire le point sur les progrès réalisés relativement aux travaux qu'a entrepris le gouvernement du Canada, depuis la publication du dernier rapport, pour mettre en œuvre le Plan d'action en 2014-2015¹.

Sécurité publique Canada (SP) coordonne l'élaboration du présent rapport, et pour ce faire, il recueille l'information à jour de tous les organismes fédéraux participant aux initiatives de PDF. Ces ministères et organismes continuent de s'efforcer à mettre en œuvre avec succès les initiatives de PDF dont ils sont responsables. D'autres renseignements à cet égard figurent dans le rapport ministériel sur le rendement (RMR) de chaque organisme concerné.

Pour de plus amples renseignements au sujet des initiatives du Plan d'action, et une description de celles-ci, veuillez consulter le Plan d'action Par-delà la frontière². Bien que le rapport soit axé sur les progrès réalisés par le Canada, des rapports mixtes de mise en œuvre canado-américains sont publiés chaque année. Le dernier de ces rapports a été publié en mars 2015³.

¹ <http://www.securitepublique.gc.ca/cnt/rsrscs/pbictns/dprtmntl-prfrmnc-rprt-2013-14/btb-fr.aspx>

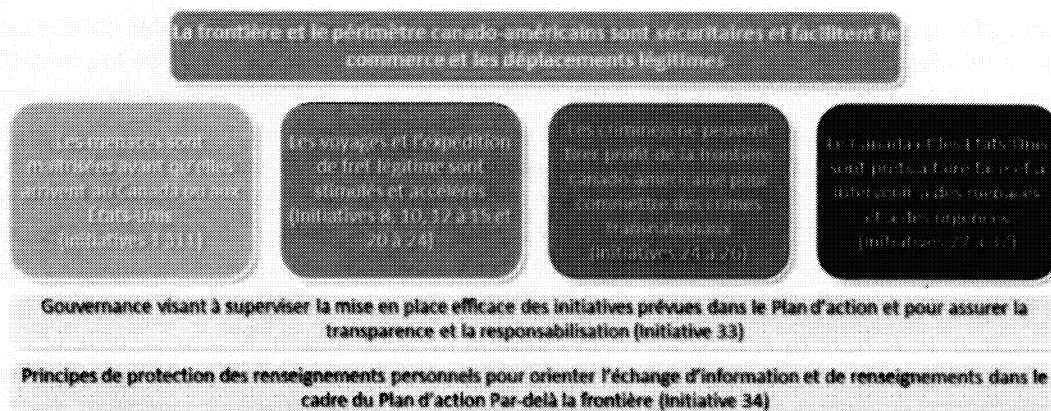
² <http://plandaction.gc.ca/fr/page/bbg-tpf/dela-la-frontiere-plan-daction>

³ Rapport sur la mise en œuvre de l'initiative Par-delà la frontière, <http://plandaction.gc.ca/fr/contenu/rapport-mise-oeuvre-mars-2015>

PROTÉGÉ B

La figure suivante illustre les résultats auxquels contribuent les 34 initiatives Par-delà la frontière. Les quatre résultats généraux appuieront la réalisation d'une frontière et d'un périmètre canado-américains sécuritaires et faciliteront le commerce et les déplacements légitimes. Cette figure présente également la structure qui sera utilisée dans le rapport pour illustrer les progrès réalisés dans le cadre des initiatives de PDF.

Résultats définitifs du Plan d'action Par-delà la frontière



Le tableau suivant présente les dépenses prévues et réelles totales en vertu du Plan d'action PDF pour l'exercice 2014-2015. Une ventilation de ces montants par ministère ou organisme participant est présentée sous les différents thèmes dans le Rapport.

Ressources financières – 2014-2015 Plan d'action Par-delà la frontière

Thèmes PDF	2014-2015 (en dollars)			
	Nouveau financement	Réaffectations internes	Dépenses prévues totales	Dépenses réelles
Thème 1 - Agir tôt pour éliminer les menaces (Initiatives 1 à 11)	109 271 597 \$	52 710 741 \$	161 982 338 \$	123 979 836 \$
Thème 2 - Facilitation du commerce, croissance économique et emplois (Initiatives 12 à 24)	63 984 400 \$	2 879 359 \$	66 863 759 \$	53 090 855 \$
Thème 3 - Application transfrontalière de la loi (Initiatives 25 et 26)	11 058 231 \$	212 273 \$	11 270 504 \$	7 741 463 \$
Thème 4 - Infrastructures essentielles et cybersécurité (Initiatives 27 à 32)	3 005 042 \$	107 734 \$	3 112 776 \$	3 609 206 \$
Gestion du nouveau partenariat à long terme (Initiatives 33 et 34)	1 059 253 \$	434 193 \$	1 493 446 \$	1 581 800 \$
TOTAL	188 378 523 \$	56 344 300 \$	244 722 823 \$	190 003 160 \$

En 2014-2015, les dépenses totales s'élevaient à 190 003 160 \$ par rapport à 244 722 823 \$ en dépenses prévues, ce qui représente un écart de 22 %. En comparaison, en 2013-2014, les dépenses prévues s'élevaient à 246 636 607 \$ par rapport à 152 749 089 \$ en dépenses réelles (écart de 38 %). Lorsqu'un écart (≥ 25 %) est présenté par un ministère ou un organisme sous un thème particulier, une note d'explication a été incluse à la fin du rapport.

PROTÉGÉ B

Thème 1 – Agir tôt pour éliminer les menaces (Initiatives 1 à 11)

Pour renforcer notre sécurité commune et améliorer la circulation transfrontalière légitime des personnes et des marchandises entre le Canada et les É.-U., il est essentiel d'agir le plus tôt possible pour éliminer les menaces. Le Plan d'action « Par-delà la frontière » donne des façons d'appuyer cet objectif en contribuant à une compréhension commune des menaces ambiantes, en harmonisant et en coordonnant nos systèmes de sécurité pour les marchandises, le fret et les bagages, et en aidant à identifier efficacement les personnes qui constituent une menace, ce qui accroîtra la sécurité et facilitera le mouvement des voyageurs légitimes.

Résultats⁴

Résultats définitif	Les menaces sont maîtrisées avant qu'elles arrivent au Canada ou aux États-Unis (Initiatives 1 à 11)	Les voyages et l'expédition de fret légitime sont stimulés et accélérés (Initiatives 8, 10, 12 à 15 et 20 à 24)
Résultats à moyen terme	Le Canada et les États-Unis ont une démarche commune pour cibler efficacement les menaces à l'un ou l'autre pays (Initiatives 1 à 4 et 7)	Aux points d'entrée, l'attention est portée aux biens et aux personnes à risque élevé et le fret, les bagages et les voyageurs à faible risque entrent au Canada et aux États-Unis plus rapidement (Initiatives 5, 6, 8 à 16 et 20, 22 et 24)

Tableau financier

Thème 1 – Agir tôt pour éliminer les menaces (Initiatives 1 à 11)

Ministère/organisme	2014-2015 (en dollars)			
	Nouveau financement	Réaffectations internes	Dépenses prévues totales	Dépenses réelles
Agence des services frontaliers du Canada (ASFC)	72 259 897 \$	3 190 099 \$	75 449 996 \$	46 508 646 \$ ⁱ
Agence canadienne d'inspection des aliments (ACIA)	0 \$	0 \$	0 \$	77 860 \$ ⁱⁱ
Citoyenneté et Immigration Canada (CIC)	33 889 238 \$	0 \$	33 889 238 \$	22 910 200 \$ ⁱⁱⁱ
Commission de l'immigration et du statut de réfugié (CISR)	1 645 484 \$	0 \$	1 645 484 \$	1 073 104 \$ ^{iv}
Sécurité publique Canada (SP)	0 \$	234 086 \$	234 086 \$	186 939 \$
Gendarmerie royale du Canada (GRC)	0 \$	0 \$	0 \$	5 025 529 \$ ^v
Services partagés Canada (SPC)	810 978 \$	0 \$	810 978 \$	810 978 \$
Transports Canada (TC)	666 000 \$	49 286 556 \$	49 952 556 \$	47 386 580 \$ ^s
TOTAL	109 271 597 \$	52 710 741 \$	161 982 338 \$	123 979 836 \$

Mesures de rendement

2011-2012 2012-2013 2013-2014 2014-2015

Résultat définitif : Les menaces sont maîtrisées avant qu'elles n'arrivent au Canada ou aux États-Unis

Indicateur 1 : Pourcentage des priorités annuelles en matière de sécurité nationale pour lesquelles des mesures ont été prises⁶

- 7 100 % 100 %

Indicateur 2 : Pourcentage d'enquêtes en matière d'immigration ayant donné lieu à une interdiction de territoire au Canada

- - 8 58 %

⁴ Les initiatives dans le cadre du Plan d'action, outre celles figurant sous ce thème, contribuent également aux résultats inclus dans l'encart pointillé.
⁵ Dépenses réelles 2014-2015 est divisé entre Transports Canada 1 845 272 \$ et l'Administration canadienne de la sûreté du transport aérien (ACSTA) 45 562 308 \$.

⁶ Cet indicateur mesure si Sécurité publique Canada prend des mesures pour aborder ses éléments de sécurité nationale prioritaires – tels qu'ils sont définis dans ses Rapports annuels sur les plans et les priorités.

⁷ Mesure de rendement établie en 2013-2014.

⁸ Mesure de rendement établie en 2014-2015.

PROTÉGÉ B

Mesures de rendement

2011-2012

2012-2013

2013-2014

2014-2015

Indicateur 3 : Nombre de mesures d'application de la loi facilitées grâce au ciblage (mode aérien)

9

2003

Passager
aérien :
1946
Fret aérien :
85¹⁰

Passager
aérien :
1765
Fret aérien :
108

Résultat intermédiaire 1 : Le Canada et les États-Unis ont une démarche commune pour cibler efficacement les menaces dans l'un ou l'autre pays

Indicateur 1 : En collaboration avec les organismes d'application de la loi des É.-U. : a) nombre de zones prioritaires situées au-delà du rayon des capteurs et b) nombre de zones, parmi celles répertoriées, ayant fait l'objet de mesures de redressement (GRC)

-

11

Capacités technologiques évaluées dans 3 domaines (terrestre, aérien et maritime) dans le cadre d'une approche progressive : a) Un groupe de travail binational a été mis en place pour déterminer les lacunes quant aux capteurs. L'établissement des lacunes et des vulnérabilités dans les capacités constituera la prochaine étape. b) Des mesures de corrections pour combler ces lacunes suivront.

Capacités technologiques évaluées dans 3 domaines (terrestre, aérien et maritime). Aucune lacune quant aux capteurs n'a été dégagée et aucune mesure de correction n'a été élaborée pendant la période visée par le rapport.

Indicateur 2: Pourcentage de centres d'opérations stratégiques américains reliés au Centre des opérations du gouvernement (COG)¹² du Canada en vue de faciliter la circulation et l'échange de renseignements

100 %

100 %

100 %

100 %

Résultat intermédiaire 2 : Aux points d'entrée, l'attention est portée sur les biens et les personnes à risque élevé et le fret, les bagages et les voyageurs à faible risque entrent au Canada et aux États-Unis plus rapidement

Indicateur 1 : Pourcentage de particuliers ayant fait l'objet d'une vérification aux bureaux d'entrée, qui ont été interdits de territoire, ou arrêtés, ou les deux

5 %

3,2 %

3,4 %

4,22 %

Indicateur 2 : Temps de traitement moyen à la frontière (entre le moment de l'identification par radiofréquence (IRF) et celui où l'agent des services frontaliers (ASF) prend sa décision, dans le mode terrestre) – Comparaison entre les voies NEXUS et les voies ordinaires

NEXUS :
17
secondes
Voies
ordinaires :
45
secondes

NEXUS :
31
secondes¹³
Voies
ordinaires :
63
secondes¹⁴

NEXUS :
38
secondes¹⁵
Voies
ordinaires :
63
secondes¹⁶

NEXUS :
33
secondes
Voies
ordinaires :
52
secondes

⁹ Mesure de rendement établie en 2012-2013.

¹⁰ Les données sur le fret aérien ont été diffusées en 2013-2014.

¹¹ Mesure de rendement établie en 2013-2014.

¹² Le COG effectue des interventions d'urgence intégrées tous risques en cas d'incidents (possibles ou réels, d'origine naturelle ou anthropique, accidentelle ou intentionnelle) touchant l'intérêt national. Il assure la surveillance, établit des rapports, offre une connaissance de la situation à l'échelle nationale, élabore des évaluations intégrées du risque et des produits d'avertissement, effectue la planification à l'échelle nationale et coordonne une gestion pangouvernementale des interventions et ce, en tout temps.

¹³ Les données de 2012-2013 ont été modifiées après que la méthode de rapport des données ait été améliorée; les données originales de 2012-2013 donnaient 13 secondes.

¹⁴ Les données de 2012-2013 ont été modifiées après que la méthode de rapport des données ait été améliorée; les données originales de 2012-2013 donnaient 43 secondes.

PROTÉGÉ B

Mesures de rendement	2011-2012	2012-2013	2013-2014	2014-2015
Indicateur 3: Pourcentage des fiches d'entrée des É.-U. rapprochées avec succès par rapport à un relevé de voyage obtenu antérieurement par l'ASFC (taux de rapprochement des fiches d'entrée et de sortie)	17	95 %	97,98 %	97,1 %

Le Canada et les États-Unis ont une démarche commune pour cibler efficacement les menaces à l'un ou l'autre pays (*Initiatives 1 à 4 et 7*)

Initiatives 1 (Évaluations conjointes des menaces) et 2 (Échange de l'information et du renseignement) :

En 2014-2015, Sécurité publique Canada a poursuivi sa collaboration avec le Bureau du directeur du renseignement national des É.-U. (U.S. Office of the Director of National Intelligence), le département de la Sécurité intérieure des É.-U. (U.S. Department of Homeland Security [DHS]) et les agences du renseignement compétentes des deux pays. Le Ministère, avec ses homologues américains, ont planifié un exercice sur table destiné à améliorer la connaissance des cadres opérationnels, stratégiques et juridiques liés aux voyages des extrémistes. L'exercice aura lieu en 2015-2016.

Le gouvernement du Canada a réalisé ses engagements en vertu des Initiatives 1 et 2. La collaboration avec les États-Unis dans les domaines des évaluations conjointes des menaces et de l'échange de l'information et du renseignement se poursuivra.

Initiative 3 (Connaissance des domaines) :

Dans le cadre de PDF, le Canada et les É.-U. ont continué de faire avancer la connaissance des domaines pour ce qui a trait aux activités, aux menaces et aux tendances criminelles dans les domaines aérien, terrestre et maritime le long de la frontière commune.

En 2014-2015, le Canada et les É.-U. ont entrepris de déterminer les lacunes et les vulnérabilités relativement aux capacités. Leur principal objectif était d'élaborer un processus d'analyse commune des lacunes fondé sur la méthode actuellement utilisée au Service des douanes et de la protection des frontières des É.-U. (U.S. Customs and Border Protection [CBP]) et qui faciliterait la mise au point d'un exercice d'établissement des priorités visant les lacunes relatives aux technologies à la frontière canado-américaine.

Initiative 4 (Lutte contre l'extrémisme violent) :

En 2014-2015, SP a joué un rôle de leadership parmi les partenaires internationaux lorsqu'il s'agit de mettre en commun les approches, les stratégies et les programmes de lutte contre l'extrémisme violent, notamment dans le cadre de la conférence des cinq nations et du Groupe de travail sur la lutte contre l'extrémisme violent du Forum global de lutte contre le terrorisme. Le Ministère a poursuivi sa collaboration avec les entités homologues américaines afin de mettre en œuvre le plan de travail conjoint de lutte contre l'extrémisme violent, ce qui comprend la coordination et l'échange de la recherche, des pratiques exemplaires et des outils pour l'application de la loi, et l'accent sur les efforts axés et fondés sur la communauté.

Au cours de la période visée par le rapport, des progrès ont été réalisés dans l'ensemble des engagements liés à la lutte contre l'extrémisme violent. La collaboration bilatérale sur les initiatives de lutte contre l'extrémisme

¹⁵ Les données de 2013-2014 ont été modifiées après que la méthode de rapport des données ait été améliorée; les données originales de 2013-2014 donnaient 18 secondes.

¹⁶ Les données de 2013-2014 ont été modifiées après que la méthode de rapport des données ait été améliorée; les données originales de 2013-2014 donnaient 37 secondes.

¹⁷ Mesure de rendement établie en 2012-2013.

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violent et l'engagement associé ont renforcé les relations entre le Canada et les É.-U. et établi des réseaux solides qui seront maintenus à l'avenir. Par exemple, le ministre de la Sécurité publique et de la préparation aux situations d'urgence a assisté à la Maison Blanche, en février 2015, au Sommet sur CEV pour développer un programme d'action pour lutter contre le phénomène de l'extrémisme violent. Les participants américains ont donné leur opinion de l'initiative « Approfondir le dialogue », une technique d'engagement communautaire qui utilise des récits fictifs à la première personne sur la radicalisation menant à la violence pour favoriser les discussions avec des groupes communautaires et discuter de l'extrémisme violent dans le contexte des expériences personnelles de personnes, et ils se sont dits intéressés à suivre de la formation à cet égard.

Le gouvernement du Canada a réalisé ses engagements en vertu de l'Initiative 4. La collaboration avec les États-Unis se poursuivra dans le domaine de la lutte contre l'extrémisme violent.

Initiative 7 (Vérifications et évaluations conjointes des aliments, des végétaux et des animaux) :

En 2014-2015, l'Agence canadienne de l'inspection des aliments (ACIA) et le département de l'Agriculture des É.-U. (U.S. Department of Agriculture [USDA]) ont terminé cette initiative avec succès et ils ont reconnu que les évaluations conjointes des menaces pour la santé des animaux, la santé des plantes et la salubrité des aliments pour aborder les risques à l'étranger permettront d'améliorer l'efficacité de leurs vérifications pour ce qui a trait aux évaluations des pays tiers qui sont autorisés à exporter au Canada et aux É.-U.

En ce qui concerne l'échange de l'information des pays tiers, chaque organisme devra travailler à l'interne avec ses avocats respectifs pour établir des lignes directrices claires qui régiront ces échanges.

Pour ce qui a trait à la santé des plantes, en 2014-2015, l'ACIA a continué de collaborer avec le USDA pour effectuer des évaluations conjointes des programmes de certification pré-départ en vigueur en Corée, au Japon et en Chine afin d'atténuer les risques pour la santé des plantes. L'ACIA et le USDA ont préparé et publié conjointement un rapport sur l'évaluation conjointe des risques pour la santé des plantes (spongieuse asiatique) qui établit des processus d'évaluation, donne des mécanismes d'échange de l'information, met en lumière le travail encore à faire et formule des recommandations visant des améliorations pouvant être apportées au programme. Le rapport donne un aperçu de la façon dont l'ACIA et le USDA mènent leurs évaluations conjointes et coordonnent les interventions pour les cas de non-conformité dans les pays réglementés et qui n'ont pas été réglés, et avec les intervenants nationaux.

D'importants succès, tant sur la scène internationale que nationale, ont été réalisés lorsqu'il s'agit d'accroître l'éducation et la sensibilisation sur la santé des plantes grâce aux évaluations conjointes sur la spongieuse asiatique. L'ACIA et le USDA poursuivent ensemble ce travail important. Grâce à l'étroite collaboration qui se poursuit avec les partenaires réglementaires des É.-U., cette initiative permettra de coordonner les activités et les ressources à l'avenir et d'échanger les résultats des évaluations de façon efficace dans le but de prévenir l'entrée de risques potentiels en Amérique du Nord.

La prochaine étape pour cette initiative verra la collaboration entre l'ACIA et l'USDA pour améliorer et élargir les activités conjointes d'évaluation en général, et plus particulièrement le programme de dépistage de la spongieuse asiatique, en fonction des recommandations formulées dans le rapport conjoint.

Dans le domaine de la santé animale, le Canada et les É.-U. ont mis en place une entente sur le zonage de contrôle pour les maladies animales exotiques. Cette entente a pour objectif de faciliter la reconnaissance des décisions de zonage que prennent les pays pendant une épidémie de maladie animale exotique. Elle vise à minimiser les perturbations inutiles au commerce en cas de flambée de maladie animale exotique.

Le gouvernement du Canada a réalisé ses engagements en vertu de l'Initiative 7. La collaboration avec les É.-U. se poursuivra dans le domaine des évaluations et vérifications des aliments, des végétaux et des animaux.

Aux points d'entrée, l'attention est portée sur les biens et sur les personnes à risque élevé et le fret, les bagages et les voyageurs à faible risque entrent au Canada et aux É.-U. plus rapidement (Initiatives 5, 6, 8-16 et 20, 22, 24)

Initiative 5 (Sécurité intégrée du fret) :

La Stratégie de sécurité intégrée du fret (SSIF) est une stratégie conjointe élaborée par le Canada et les É.-U. pour réagir aux risques associés aux cargaisons en provenance de l'étranger qui est fondée sur une gestion de risque éclairée. En 2012-2013, les deux pays ont lancé une série de projets pilotes (c.-à-d. les projets pilotes d'examen et d'évaluation des risques liés au fret maritime à Prince Rupert et à Montréal, et le projet pilote de technologie inviolable) afin de vérifier, de valider et de modéliser la mise en œuvre complète de la SSIF. En 2014-2015, la phase d'essai opérationnel des projets pilotes de la SSIF dans le domaine maritime a été officiellement terminée. Les premiers résultats de ces évaluations suggèrent que malgré le succès de la mise à l'essai du repérage aux fins de sécurité nationale, une série d'obstacles opérationnels ont empêché la pleine mise à l'essai des principes de la SSIF à d'autres fins. Le Canada et les É.-U. poursuivent leur collaboration pour repérer et atténuer les risques le plus tôt possible dans la chaîne d'approvisionnement puisque ces risques représentent une menace pour notre frontière commune, et ils sont en train de déterminer les éléments requis (p. ex. manifestes multimodèles, protocoles d'inspection, normes et processus harmonisés) pour réaliser le concept de « dédouané une fois, accepté deux fois ».

L'Agence des services frontaliers du Canada (ASFC) et Transports Canada (TC) ont continué de cibler les risques à la sécurité nationale et aérienne avant le chargement du cargo sur des aéronefs à destination du Canada. Ils y sont arrivés en évaluant le risque des éléments de données soumis avant le chargement par les sept transporteurs aériens et les deux transitaires qui se sont portés volontaires pour participer au projet pilote. Il a été conclu, au terme de la première étape du projet pilote de ciblage du fret aérien, que sept plus un éléments de données (nom de l'expéditeur, adresse de l'expéditeur, nom du destinataire, adresse du destinataire, description de la marchandise, poids et nombre de pièces + numéro de la lettre de transport aérien) suffisent à effectuer une évaluation initiale du risque ou de la menace imminente pour la sécurité aérienne (c.-à-d. explosifs). On continue de faire des progrès dans les tribunes internationales, notamment le groupe de travail conjoint sur les données préalables sur le fret de l'Organisation mondiale des douanes et de l'Organisation de l'aviation civile internationale. Avec les É.-U. et l'Union européenne (UE), le Canada a beaucoup contribué aux discussions tenues à l'échelle internationale portant sur l'élaboration d'initiatives concernant l'information sur le fret avant le chargement. L'évaluation de la première étape du projet pilote de ciblage du fret aérien est presque terminée, et elle énoncera les difficultés survenues et des formulations sur les façons de procéder à l'avenir.

Initiative 6 (Vérification des bagages des passagers) :

Le déploiement d'une nouvelle technologie de vérification des bagages, certifiée par la U.S. Transportation Security Administration (TSA), se poursuit dans les huit aéroports canadiens offrant le prédédouanement. Le déploiement de cette technologie certifiée par la TSA permettra aux É.-U. d'éliminer progressivement l'obligation de revérifier les bagages provenant d'aéroports canadiens ayant la nouvelle technologie avant le départ du passager pour une correspondance vers une autre destination aux É.-U., ce qui devrait faciliter les déplacements des passagers et entraîner des économies de coûts pour les aéroports et les transporteurs aériens.

Depuis le lancement du déploiement en février 2012, quatre aéroports se sont doté de la technologie certifiée par la TSA. À ce jour, les É.-U. avaient éliminé l'obligation de revérifier les bagages à tous les quatre de ces

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aéroports. Parmi les quatre aéroports de précontrôle, deux sont sur la bonne voie pour déployer la technologie par décembre 2015 et un troisième aéroport devrait la déployer à la mi-janvier 2016. Le dernier aéroport de précontrôle devrait déployer la technologie d'ici l'automne 2016.

Initiative 8 (Autorisation de voyage électronique) :

En 2014-2015, Citoyenneté et Immigration Canada (CIC) a continué d'élaborer et de mettre en œuvre le programme d'autorisation de voyage électronique (AVE). Cette initiative permettra au gouvernement du Canada de vérifier les ressortissants étrangers dispensés de visa (sauf les citoyens américains) dès la première occasion, avant qu'ils ne cherchent à monter à bord d'un avion vers le Canada, dans le but de déterminer s'ils posent ou non un risque d'admissibilité ou de sécurité. Une étape importante a été franchie avec la prépublication dans la *Gazette du Canada*, en juin 2014, du règlement provisoire aux fins de commentaires. Les dates de mise en œuvre du programme de l'AVE sont les suivantes : dès le 1^{er} août 2015, les voyageurs admissibles pourront remplir volontairement une demande accessible à partir du site Web de CIC, et à compter du 15 mars 2016, les voyageurs admissibles seront tenus de détenir une AVE pour venir ou entrer au Canada.

Initiative 9 (Information interactive préalable sur les voyageurs) :

En 2014-2015, l'initiative relative à l'Information interactive préalable sur les voyageurs (IIPV) a continué de contribuer au résultat définitif de PDF qui consiste à faire en sorte que les menaces sont arrêtées avant qu'elles arrivent au Canada. L'ASFC a rencontré des représentants du Commissariat à la protection de la vie privée à trois reprises pour obtenir des directives à l'égard de tout enjeu possible relatif à la protection de la vie privée ayant trait à l'IIPV. L'équipe de l'Initiative a travaillé en étroite collaboration avec l'équipe des entrées et des sorties (volets des sorties dans le mode aérien) afin d'harmoniser les deux projets en un seul créneau de mise en œuvre dans le but de faciliter les changements et de les tenir au minimum pour les compagnies aériennes. De plus, des progrès ont également été réalisés pour ce qui a trait à la trousse de prépublication relative à l'IIPV dans la partie I de la *Gazette du Canada*. En outre, comme elle l'a fait l'année précédente, l'équipe de l'IIPV a rencontré les membres du Groupe de travail de l'industrie du transport aérien à six reprises pour faire le point sur l'initiative et pour discuter davantage de tout problème que l'initiative pourrait causer aux transporteurs aériens commerciaux et, ensemble, ils se sont efforcés de résoudre ces problèmes. Elle a aussi rencontré les représentants techniques des transporteurs aériens commerciaux à cinq reprises par l'entremise du Groupe de travail technique de l'industrie du transport aérien afin de discuter de problèmes techniques potentiels. En appui aux discussions avec l'industrie, des spécifications techniques (les exigences en matière de transmission de données pour les transporteurs aériens commerciaux) pour l'IIPV ont été élaborées et diffusées aux représentants des compagnies aériennes commerciales afin d'obtenir leur rétroaction à cet égard et d'aborder toute préoccupation en vue de mettre le document au point. Les représentants de l'IIPV ont continué de rencontrer les principaux intervenants externes, notamment le CBP des É.-U., afin de discuter des pratiques exemplaires. Ils ont aussi travaillé en étroite collaboration avec CIC pour poursuivre la mise en œuvre, puisque l'IIPV est un mécanisme de validation pour l'AVE de CIC.

De nombreuses dépendances sont essentielles à la mise en œuvre réussie et opportune de l'IIPV. Le système de l'IIPV sera développé notamment avant octobre 2015, date butoir de la mise en œuvre, afin de veiller à ce que les compagnies aériennes adhèrent rapidement à l'initiative avant la date obligatoire d'entrée en vigueur de l'AVE, le 15 mars 2016. De plus, le calendrier d'achèvement du dossier sur la réglementation de l'IIPV dépendra de l'envergure et de la complexité des commentaires qu'auront soumis les intervenants pendant la période de commentaires suivant la prépublication dans la partie I de la *Gazette du Canada*. Enfin, bien que l'ASFC mette en place des mesures visant à optimiser l'efficacité de l'adhésion rapide et efficace des compagnies aériennes au système de l'IIPV, la mise en œuvre complète et opportune dépend grandement du niveau de préparation des transporteurs aériens et de toute priorité conflictuelle qu'ils pourraient avoir et sur lesquelles l'ASFC n'a aucun contrôle.

Initiative 10 (Échange de renseignements en matière d'immigration) :

Depuis 2013-2014, le Canada et les É.-U. ont échangé des renseignements biographiques sur l'immigration concernant les ressortissants de pays tiers qui tentent d'entrer dans l'un ou l'autre pays et qui ont déjà enfreint les lois en matière d'immigration ou à qui l'autre pays a refusé d'émettre un visa. En donnant aux décideurs d'autres renseignements sur lesquels se pencher pour rendre une décision relative à l'admissibilité, cette initiative permet d'accroître la sécurité, de lutter contre la fraude et d'améliorer l'intégrité et l'efficacité des décisions relatives à l'admissibilité.

À partir de 2015-2016, le Canada et les É.-U. peuvent interroger directement et systématiquement l'autre pays sur des demandeurs et des demandeurs d'asile, en utilisant les empreintes digitales (données biométriques). La communication d'information biométrique permet de lutter contre la fraude d'identité, de fournir de l'information précieuse pour éclairer les décisions respectives et indépendantes relatives à l'admissibilité, de renforcer la gestion d'identités et d'augmenter l'intégrité du programme.

Initiative 11 (Système de données sur les entrées et les sorties) :

L'initiative sur les entrées et les sorties établit des systèmes de données des entrées et des sorties coordonnées entre le Canada et les É.-U., et elle comprend l'échange de renseignements biographiques (p. ex. nom, citoyenneté), de sorte que l'entrée dans un pays constitue la sortie de l'autre. Au cours de la période 2014-2015 visée par le rapport, presque toutes (97,1 %) les fiches d'entrée aux É.-U. (sorties du Canada) ont été rapprochées avec succès à une fiche de sortie de l'ASFC. Cette initiative continue de permettre à l'ASFC de fermer un bon nombre de mandats d'immigration en suspens et de remanier les priorités des enquêtes en cours sur des personnes identifiées comme ayant quitté le Canada. CIC et l'ASFC s'efforcent de mettre le système au point en vue d'y inclure les citoyens ainsi que les voyageurs du mode aérien; les pouvoirs législatifs et réglementaires habilitants doivent être en place avant de pouvoir mettre le système pleinement en œuvre.

Thème 2 – Facilitation du commerce, croissance économique et emplois

(Initiatives 12 à 24)

La libre circulation des marchandises et des services entre le Canada et les É.-U. procure d'énormes avantages économiques aux deux pays. À mesure que les deux pays tentent de renforcer la sécurité le long du périmètre commun, des initiatives visant à favoriser une plus grande ouverture à la frontière terrestre pour la circulation légitime des personnes et des marchandises commerciales sont en cours. Le Plan d'action Par-delà la frontière accroît les bienfaits découlant des programmes qui aident les entreprises et les voyageurs dignes de confiance à franchir la frontière de façon plus efficace. Il prévoit en outre de nouvelles mesures pour faciliter les mouvements et le commerce transfrontaliers, tout en réduisant le fardeau administratif des entreprises, et il investit dans l'amélioration de nos infrastructures et de nos technologies frontalières communes.

Résultats¹⁸

¹⁸ Les initiatives dans le cadre du Plan d'action, outre celles figurant sous ce thème, contribuent également aux résultats inclus dans l'encart pointillé.

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Résultats définitifs	Les voyages et l'expédition de fret légitime sont stimulés et accélérés (Initiatives 8, 10, 12 à 15 et 20 à 24)	Les criminels ne peuvent pas tirer profit de la frontière canado-américaine pour commettre des crimes transnationaux (Initiatives 23 à 26)
Résultats à moyen terme	Des processus, des mesures incitatives et les infrastructures facilitent le commerce transfrontalier (Initiatives 12 à 24)	Les autorités canadiennes et américaines exécutent en collaboration des enquêtes criminelles transnationales et des enquêtes sur la sécurité nationale (Initiatives 24 à 26)
	Aux points d'entrée, l'attention est portée aux biens et aux personnes à risque élevé et le fret, les bagages et les voyageurs à faible risque entrent au Canada et aux États-Unis plus rapidement (Initiatives 5, 6, 8 à 16 et 20, 22 et 24)	

Tableau financier

Thème 2 – Facilitation du commerce, croissance économique et emplois (Initiatives 12 à 24)

Ministère/organisme	2014-2015 (en dollars)			
	Nouveau financement	Réaffectations internes	Dépenses prévues totales	Dépenses réelles
Agence des services frontaliers du Canada (ASFC)	37 488 486 \$	627 703 \$	38 116 189 \$	32 215 505 \$
Agence canadienne d'inspection des aliments (ACIA)	3 130 000 \$	0 \$	3 130 000 \$	3 147 970 \$
Commission canadienne de sûreté nucléaire (CCSN)	950 000 \$	0 \$	950 000 \$	401 021 \$ ^{vi}
Ministère des Affaires étrangères, du Commerce et du Développement (MAED)	400 000 \$	518 127 \$	918 127 \$	7 282 987 \$ ^{vii}
Ministère des Pêches et des Océans (MPO)	337 946 \$	0 \$	337 946 \$	197 070 \$ ^{viii}
Environnement Canada (EC)	1 909 696 \$	0 \$	1 909 696 \$	1 071 009 \$ ^{ix}
Société des ponts fédéraux Limitée (SPFL)	6 000 000 \$	0 \$	6 000 000 \$	1 321 097 \$ ^x
Santé Canada (SC)	3 840 000 \$	0 \$	3 840 000 \$	3 544 898 \$
Ressources naturelles Canada (RNCan)	890 000 \$	0 \$	890 000 \$	1 136 955 \$ ^{xi}
Agence de la santé publique du Canada (ASPC)	1 350 000 \$	0 \$	1 350 000 \$	704 264 \$ ^{xii}
Sécurité publique Canada (SP)	0 \$	951 397 \$	951 397 \$	757 437 \$
Transports Canada (TC)	7 688 272 \$	782 132 \$	8 740 404 \$	1 310 642 \$ ^{xiii}
TOTAL	63 984 400 \$	2 879 359 \$	66 863 759 \$	53 090 855 \$

Mesures de rendement

2011-2012

2012-2013

2013-2014

2014-2015

Résultat définitif : Les voyages et l'expédition de fret légitime sont stimulés et accélérés

Indicateur 1 : Pourcentage de normes relatives aux temps d'attente à la frontière qui sont respectées

-

¹⁹

94,6 %²⁰

97,4 %²¹

Indicateur 2 : Nombre et valeur en douane des importations – Programme d'autocotisation des douanes (PAD) et programme Partenaires en protection (PEP) et total pour

²²

PAD
N^{bre}

d'importations :

PAD
N^{bre}

d'importations :

PAD
N^{bre}

d'importations :

¹⁹ Les renseignements sur le rendement n'étaient pas disponibles en 2011-2012 et en 2012-2013.

²⁰ La méthode utilisée pour calculer le pourcentage de normes relatives aux temps d'attente à la frontière en 2013-2014 n'est pas la même que celle utilisée en 2014-2015. Si la méthode utilisée en 2014-2015 était appliquée aux données de 2013-2014, le pourcentage de normes relatives aux temps d'attente à la frontière serait de 98,3 %.

²¹ Le temps d'attente estimé pour atteindre le poste d'inspection est de 10 minutes les jours de semaine et de 20 minutes les fins de semaine et les jours fériés. La cible de rendement pour les temps d'attente aux postes frontaliers exige que ces temps soient respectés 95 % des fois; si ces temps ont atteint de 90 % à 94,99 % des fois, il est réputé se trouver dans la zone de tolérance.

²² Les renseignements sur le rendement ne sont pas disponibles pour 2011-2012 en raison des contraintes propres au système.

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Mesures de rendement

l'ASFC

2011-2012	2012-2013	2013-2014	2014-2015
	1 181 176	1 210 000	1 354 000
	Valeur en	Valeur en	Valeur en
	douane :	douane :	douane :
	88 826 000 \$	89 100 000 \$	111 911 000 \$
	<u>PEP</u>	<u>PEP</u>	<u>PEP</u>
	N ^{bre}	N ^{bre}	N ^{bre}
	d'importations :	d'importations :	d'importations :
	713 660	730 000	743 200
	Valeur en	Valeur en	Valeur en
	douane :	douane :	douane :
	35 779 000 \$	42 100 000 \$	38 312 000 \$
	<u>Total pour</u>	<u>Total pour</u>	<u>Total pour</u>
	<u>l'ASFC</u>	<u>l'ASFC</u>	<u>l'ASFC</u>
	(tous les types	(tous les types	(tous les types
	d'importa-	d'importa-	d'importa-
	teurs)	teurs)	teurs)
	N ^{bre}	N ^{bre}	N ^{bre}
	d'importations :	d'importations :	d'importations :
	13 993 256	14 000 000	15 399 000
	Valeur en	Valeur en	Valeur en
	douane :	douane :	douane :
	461 157 000 \$	479 000 000 \$	519 400 000 \$

Indicateur 3 : Nombre de voies NEXUS aux points d'entrée canadiens

22

28

33

33

Indicateur 4 : Pourcentage des passages de voyageurs dignes de confiance par rapport à tous les passages

7,05 %

6,49 %²³

7,83 %²⁴

8,70 %²⁵

Résultat intermédiaire : Des processus, des mesures incitatives et les infrastructures favorisent le commerce transfrontalier

	PEP :	PEP :	PEP :	
	• 131	• 139	• 108	
	demandes	demandes	demandes	
	reçues	reçues	reçues	
	• 66 nouveaux	• 90 nouveaux	• 59 nouveaux	
	membres	membres	membres	
Indicateur 1 : Nombre de nouvelles demandes, changement dans le nombre de participants aux programmes des négociants dignes de confiance et nombre total de participants aux programmes suivants :	• 1 485	• 1 527	• 1 532	
	membres au	membres au	membres au	
	total	total	total	131 nouveaux
		• Augmenta-	• Augmenta-	membres
		tion de	tion de	approuvés ²⁶
		2,83 % du	0,33 % du	• PEP : 83
		nombre total	nombre total	• PAD : 48
		de membres	de membres	
• Partenaires en protection (PEP)				
• Programme d'autocotisation des douanes (PAD)				
	PAD :	PAD :	PAD :	
	• 72 demandes	• 76	• 75	
	reçues	demandes	demandes	
	• 66 nouveaux	reçues	reçues	

²³ Les données de 2012-2013 ont été modifiées après que la méthode de rapport des données ait été améliorée; les données originales de 2012-2013 donnaient 7,82 %.

²⁴ Les données de 2013-2014 ont été modifiées après que la méthode de rapport des données ait été améliorée; les données originales de 2013-2014 donnaient 8,42 %.

²⁵ Les passages effectués par des négociants dignes de confiance augmentent le nombre total de passages. Les données sur les passages effectués dans le cadre des programmes PICSC et EXPRES n'étaient pas disponibles; elles ne sont pas incluses au tableau.

²⁶ Étant donné la nature de l'industrie des transporteurs, il n'est pas rare que les compagnies subissent des restructurations, des fusions ou cessent leurs activités, ce qui mène à leur retrait du programme. En 2014-2015, la cible a été révisée afin de tenir compte de la croissance dans le nombre de nouveaux membres, par rapport à la croissance globale.

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Mesures de rendement

	2011-2012	2012-2013	2013-2014	2014-2015
	membres	• 58 nouveaux membres	• 59 nouveaux membres	
	• 923	• 957	• 997	
	membres au total	membres au total	membres au total	
		• Augmentation de 3,68 % du nombre total de membres	• Augmentation de 4,18 % du nombre total de membres	
	PICSC :	PICSC :	PICSC :	PICSC :
	• 566 demandes reçues	• 824 demandes reçues	• 463 demandes reçues	• 625 demandes reçues
	• Diminution de 22,13 % du nombre total de membres	• Diminution de 21 % du nombre total de membres	• Diminution de 2,63 % du nombre total de membres	• Augmentation de 8,33 % du nombre total de membres
	EXPRES :	EXPRES :	EXPRES :	EXPRES :
	• 6 512 demandes reçues	• 7 111 demandes reçues	• 8 979 demandes reçues	• 15 372 demandes reçues
	• Diminution de 3,62 % du nombre total de membres	• Diminution de 0,64 % du nombre total de membres	• Diminution de 0,39 % du nombre total de membres	• Diminution de 2,27 % du nombre total de membres
	Importateurs	Importateurs	Importateurs	Importateurs
	PAD :	PAD :	PAD :	PAD :
	0,23 % ²⁷	0,27 %	0,18 %	0,10 %
		Importateur	Importateur	Importateur
		PEP :	PEP :	PEP :
		0,81 %	0,72 %	0,57 %

Indicateur 2 : Nombre de nouvelles demandes et changement dans le nombre de membres, exprimés en pourcentage, pour les programmes suivants :

- Programme d'inscription des chauffeurs du secteur commercial (PICSC)
- Programme des Expéditions rapides et sécuritaires (EXPRES)

Indicateur 3 : Pourcentage de passages effectués par des négociants dignes de confiance qui sont examinés

Résultat intermédiaire : Aux points d'entrée, l'attention est portée aux biens et aux personnes à risque élevé et le fret, les bagages et les voyageurs à faible risque entrent au Canada et aux États-Unis plus rapidement

Indicateur 1 : Temps de traitement moyen à la frontière [entre le moment de l'IRF et celui où l'ASF prend sa décision, dans le mode terrestre] – Comparaison entre les voies NEXUS et les voies ordinaires

Indicateur 2 : Nombre de nouvelles demandes et changement du nombre de membres, exprimé en pourcentage, en ce qui concerne NEXUS

	NEXUS :	NEXUS :	NEXUS :	NEXUS :
	17 secondes	31 secondes ²⁸	38 secondes ³⁰	33 secondes
	Voies ordinaires :	Voies ordinaires :	Voies ordinaires :	Voies ordinaires :
	45 secondes	63 secondes ²⁹	63 secondes ³¹	52 secondes
	NEXUS :	NEXUS :	NEXUS :	NEXUS :
	• 200 202 demandes reçues	• 219 780 ³² demandes reçues	• 215 624 ³³ demandes	• 276 203 demandes reçues

²⁷ L'évaluation des taux d'examen des expéditions s'est limitée au PAD en 2011-2012.

²⁸ Les données de 2012-2013 ont été modifiées après que la méthode de rapport des données ait été améliorée; les données originales de 2012-2013 donnaient 13 secondes.

²⁹ Les données de 2012-2013 ont été modifiées après que la méthode de rapport des données ait été améliorée; les données originales de 2012-2013 donnaient 43 secondes.

³⁰ Les données de 2013-2014 ont été modifiées après que la méthode de rapport des données ait été améliorée; les données originales de 2013-2014 donnaient 18 secondes.

³¹ Les données de 2013-2014 ont été modifiées après que la méthode de rapport des données ait été améliorée; les données originales de 2013-2014 donnaient 37 secondes.

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Mesures de rendement

	2011-2012	2012-2013	2013-2014	2014-2015
	• 660 632 membres au total	• 833 295 membres au total	reçues • 995 078 membres au total	• 1 199 410 membres au total
	• Augmentation de 26,28 % du nombre total de membres	• Augmentation de 26,14 % du nombre total de membres	• Augmentation de 19,41 % du nombre total de membres	• Augmentation de 20,53 % du nombre total de membres
Indicateur 3 : Nombre total des expéditions traitées par dédouanement accéléré (c.-à-d., expéditions de faible valeur)	34 802 654	34 606 543	37 528 815 ³⁴	39 082 146

Aux points d'entrée, l'attention est portée sur les biens et les personnes à risque élevé et le fret, les bagages et les voyageurs à faible risque entrent au Canada et aux États-Unis plus rapidement (Initiatives 5 et 6, 8 à 16 et 20, 22 et 24)

Initiative 12 (Avantages accrus des programmes des négociants dignes de confiance) :

En 2014-2015, l'ASFC a conclu un protocole d'entente avec le CBP des É.-U. afin d'appuyer l'harmonisation du programme canadien des Partenaires en protection (PEP) et du programme Customs-Trade Partnership Against Terrorism (C-TPAT) du CBP des É.-U. L'ASFC continue de travailler avec le CBP des É.-U. en vue d'harmoniser ces deux programmes, en commençant par les transporteurs routiers.

L'ASFC a également lancé, en juin 2014, un nouveau portail des négociants dignes de confiance en ligne qui permet aux entreprises de présenter une demande d'adhésion au programme PEP en plus de donner aux participants actuels la possibilité de maintenir leur adhésion au programme des négociants dignes de confiance. Le portail sera à la base des améliorations futures apportées aux programmes des négociants dignes de confiance, dont l'échange simplifié des renseignements liés aux programmes entre le Portail des négociants dignes de confiance et le portail du C-TPAT. Les autres secteurs d'activité suivront, dans les versions subséquentes.

L'ASFC et l'ACIA ont entrepris le Volet II du projet pilote en mettant à l'essai la possibilité de permettre l'importation au Canada d'aliments préemballés sélectionnés, à faible risque, provenant des É.-U. en vertu du Programme ISA. Toutefois, les changements réglementaires prévus qui auront une incidence sur les exigences de l'ACIA quant à l'importation d'aliments ont retardé les consultations pendant que cette dernière examine les répercussions qu'auront les changements. L'ACIA examine les solutions possibles et elle consultera l'ASFC au début de 2015-2016. Des réunions devraient être tenues en 2015-2016 pour discuter des options possibles.

Initiative 13 (Avantages harmonisés accrus pour les membres de NEXUS) :

Cette initiative vise à accroître et à conserver les membres du programme NEXUS afin d'appuyer une gestion stratégique de la frontière, en concentrant les ressources aux points d'entrée plus sur les personnes inconnues ou à risque élevé et moins sur les membres de NEXUS. Dans le cadre d'un programme pour les voyageurs dignes de confiance, les membres de NEXUS sont préautorisés comme voyageurs à faible risque qui

³² Les données de 2012-2013 ont été modifiées après que la méthode de rapport des données ait été améliorée; les données originales de 2012-2013 donnaient 215 586 demandes reçues.

³³ Les données de 2013-2014 ont été modifiées après que la méthode de rapport des données ait été améliorée; les données originales de 2013-2014 donnaient 215 624 demandes reçues.

³⁴ Les données de 2013-2014 ont été modifiées après que la méthode de rapport des données ait été améliorée; les données originales de 2013-2014 donnaient 37 642 481.

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bénéficient de l'avantage du voyageant accéléré. En 2014-2015, le programme NEXUS a tenu six campagnes d'inscription éclair qui ont mené à l'inscription d'environ 34 630 membres. En outre, l'ASFC et le CBP des É.-U. ont continué de réaliser des progrès dans une campagne de commercialisation conjointe et, en juillet 2014, ils ont annoncé avoir atteint un million de membres.

Dans la foulée du projet pilote qu'a lancé l'Administration canadienne de la sûreté du transport aérien (ACSTA) en novembre 2013 et qui emploie des procédures de vérification pour les membres de NEXUS qui ressemblent à celles qui sont utilisées par le programme de vérification axée sur le risque du Pre✓™ de la TSA, cet avantage a été élargi aux quatre des aéroports canadiens les plus achalandés : Vancouver, Calgary, Toronto (aéroport Pearson, terminaux 1 et 3) et Montréal. Dans ces lignes, les voyageurs dignes de confiance ont accès à un contrôle de sécurité plus rapide où, par exemple, ils ont le droit de garder chaussures, ceintures, chapeaux et manteaux légers, et de laisser certains liquides, aérosols et gels permis dans les bagages de cabine.

Au pont Peace, à Fort Erie en Ontario, l'ASFC a annoncé, en juillet 2014, le lancement d'une porte électronique NEXUS pour offrir un accès tous les jours, 24 heures sur 24, à cet important point d'entrée.

Dans la foulée de l'engagement annoncé pendant le Sommet des dirigeants nord-américains, en février 2014, le Canada continue de travailler avec ses homologues des É.-U. et du Mexique afin de conclure une entente sur les voyageurs fiables.

Des processus, des mesures incitatives et les infrastructures favorisent le commerce transfrontalier (Initiatives 12 à 24)

Initiative 14 (Amélioration des installations à l'appui des programmes destinés aux négociants et voyageurs dignes de confiance) :

En 2014-2015, l'ASFC a préparé le rapport de recommandations sur le projet EXPRES, que le président de l'ASFC a approuvé en septembre 2014 et qui appuie l'élargissement ou les modifications possibles des voies et des postes EXPRES à Fort Erie, en Ontario; à Pacific Highway, en Colombie-Britannique; et à Emerson, au Manitoba. Les travaux se poursuivent, notamment l'établissement des coûts et des délais prévus, concernant l'expansion des inscriptions et de l'infrastructure pour le programme EXPRES pour chacun des trois emplacements où l'expansion aura lieu.

De plus, l'ASFC continue les travaux visant à dégager des options relatives aux systèmes à court et à long terme pour appuyer l'élargissement de l'adhésion au programme EXPRES et pour permettre aux participants des programmes PEP et PAD seulement d'utiliser les avantages de la voie EXPRES.

Il reste quatre voies à installer dans le cadre du projet visant l'ajout de cinq à neuf autres voies NEXUS.

Initiative 15 (Préinspection et prédédouanement) :

En 2014-2015, les négociations entre le Canada et les É.-U. concernant une approche complète pour le prédédouanement de tous les modes de commerce et de déplacement transfrontaliers ont été finalisées. L'Accord relatif au précontrôle dans les domaines du transport terrestre, ferroviaire, maritime et aérien a été signé le 16 mars 2015, finalisant ainsi un élément clé du Plan d'action PDF. En outre, la phase II du projet pilote de préinspection des chargements de camion, qui a été lancé en février 2014, s'est conclue avec succès en janvier 2015.

Initiative 16 (Faciliter la conduite des activités commerciales transfrontalières) :

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Bien que les engagements prévus dans cette initiative aient été terminés en 2013-2014, le Canada et les É.-U. ont poursuivi les discussions sur les développements relatifs à la facilitation des déplacements transfrontaliers d'affaires.

Le gouvernement du Canada a réalisé ses engagements en vertu de l'Initiative 16.

Initiative 17 (Guichet unique) :

Dans le cadre de l'Initiative du guichet unique (IGU), un nouveau message de transmission des données préalable à l'arrivée, appelé Déclaration d'importation intégrée (DII), a été adopté par l'ASFC et mis en œuvre le 29 mars 2015. La DII aidera l'ASFC à réaliser ses résultats en matière de rendement prévus dans le Plan d'action PDF en convertissant en format électronique les permis, licences et certificats et autres documents d'importation écrits liés aux règlements gouvernementaux pour les ministères et organismes du gouvernement du Canada participants. La DII comprend toutes les données du gouvernement du Canada requises pour l'importation de marchandises commerciales, permet à l'industrie d'utiliser des méthodes d'identification de produits disponibles dans ses chaînes d'approvisionnement et appuie le traitement facilité des opérations commerciales.

La DII de l'IGU permet de supprimer les processus redondants à la frontière et d'assurer une application uniforme des exigences relatives aux déclarations des importations du gouvernement du Canada. Elle permet également d'harmoniser les normes internationales et d'améliorer la prestation des services gouvernementaux pour les négociants grâce à un traitement simplifié à la frontière.

L'IGU est actuellement dans la quatrième année d'un projet de cinq ans. Un jalon important a été atteint lorsque l'IGU a été mise en service et en production le 29 mars 2015. La fonctionnalité de l'IGU (Déclaration d'importation intégrée ou DII, y compris l'imagerie documentaire) a été mise en œuvre avec Santé Canada, l'Agence de la santé publique du Canada, Affaires étrangères, Commerce et Développement Canada, Transports Canada et Ressources naturelles Canada. Les ministères et organismes dont l'intégration est prévue sont l'Agence canadienne d'inspection des aliments, Pêches et Océans Canada et la Commission canadienne de sûreté nucléaire.

Après la mise en œuvre de mars 2015, l'IGU de l'ASFC continuera d'améliorer les fonctionnalités, de poursuivre l'intégration aux programmes, d'agréer les partenaires de la chaîne commerciale, de mettre en œuvre les améliorations apportées aux activités de sensibilisation et de veiller à l'intégration aux améliorations du système commercial prévues dans le cadre du Manifeste électronique.

Initiative 18 (Harmonisation des seuils des expéditions de faible valeur) :

En 2013, l'ASFC et le CBP des É.-U. ont augmenté en même temps les seuils des expéditions de faible valeur à 2 500 \$ par rapport au niveau existant de 1 600 \$ au Canada et de 2 000 \$ aux É.-U., réalisant ainsi un engagement du Plan d'action. Le Canada a aussi augmenté les seuils des expéditions de faible valeur à 2 500 \$ pour l'exemption relative au certificat d'origine en vertu de l'Accord de libre-échange nord-américain (ALENA), s'harmonisant ainsi avec le seuil des É.-U. Au moment de l'annonce des seuils révisés, on estimait que 1,5 million d'expéditions passeraient de la filière commerciale régulière au Programme des expéditions de messagerie de faible valeur (MEFV) et, en fait, les données statistiques ont rendu un nombre encore plus élevé, ce qui a mené à une réduction des délais de traitement pour les entreprises et le traitement et l'entrée plus rapides des marchandises sur le marché canadien.

En 2014-2015, l'ASFC a continué de traiter 98 % de toutes les expéditions de faible valeur le même jour qu'à leur arrivée. Ce pourcentage est resté constant depuis la création du Programme de MEFV en 1993, malgré l'augmentation du volume des expéditions. Pour continuer de respecter ses engagements, l'ASFC est en train

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de moderniser son programme de MEFV et continuera de travailler avec le CBP des É.-U. et les autres partenaires du Groupe des cinq (B5).

Le gouvernement du Canada a atteint et continue de renforcer son engagement en vertu de l'Initiative 18.

Initiative 19 (Responsabilisation relativement aux droits et frais à payer à la frontière) :

Afin d'accroître la transparence et la responsabilisation publiques en ce qui a trait à l'application des droits et des frais à payer à la frontière, SP et le Service des douanes et de protection de la frontière des É.-U. ont affiché en ligne les répertoires des frais à la frontière pour le Canada et les É.-U. en décembre 2013³⁵. Les répertoires présentent l'objet et le fondement juridique de ces frais et de ces droits, la façon dont ils sont perçus, leur utilisation prévue et la raison de leur perception à la frontière. Ils comprennent des frais qui sont appliqués à l'entrée de marchandises dans le pays, obligatoire pour chaque expédition, établis par un pouvoir juridique (loi, règlement ou autorité juridique), et administrés par un ministère ou organisme de l'un des deux gouvernements fédéraux.

En 2014-2015, on a terminé les travaux pour la prochaine phase de l'initiative, soit l'embauche d'un entrepreneur tiers afin de mener une évaluation des incidences économiques des frais douaniers. L'évaluation met l'accent sur l'incidence économique des frais et des droits douaniers inclus dans les répertoires sur les fabricants de véhicules automobiles et de pièces de véhicules automobiles, les fabricants de produits de plastique, ainsi que sur les industries agricoles de légumes et de melon au Canada et aux É.-U. On prévoit que des résultats de l'évaluation de l'incidence économique seront publiés en mi-2015-2016.

Initiative 20 (Mise à niveau et amélioration des infrastructures aux passages clés) :

Au printemps 2013, le gouvernement du Canada a annoncé jusqu'à 127 millions de dollars en financement dans le but d'élargir et de moderniser les installations aux points d'entrée de Lacolle, au Québec; Lansdowne, en Ontario; Emerson, au Manitoba; et North Portal, en Saskatchewan³⁶. Les améliorations accroîtront la capacité pour la circulation commerciale, réduiront les temps d'attente et renforceront la sécurité frontalière. On est en train d'apporter les mises à niveau et les améliorations aux quatre points d'entrée financés, et les projets devraient être terminés en 2017-2018.

Initiative 21 (Coordination des investissements aux postes frontaliers de petite taille ou éloignés) :

En 2014-2015, l'ASFC a poursuivi ses efforts visant à faire avancer les travaux appuyant la mise en œuvre du projet pilote de traitement à distance des voyageurs. Au cours de la période visée par le rapport, on a élaboré une simulation du concept d'opération du projet de traitement à distance des voyageurs, qui comprend l'infrastructure de soutien, les technologies, les politiques et les éléments du programme; on l'a ensuite mise à l'essai et améliorée en vue de la mise en œuvre.

Initiative 22 (Déploiement d'une technologie visant à calculer le temps d'attente à la frontière et établissement de niveaux de service pour le temps d'attente) :

Le Canada et les É.-U. sont engagés à mettre en œuvre les systèmes de mesure du temps d'attente à la frontière (TAF) à 20 postes frontaliers prioritaires. À ce jour, ces systèmes ont été mis en œuvre à sept passages (quatre en Colombie-Britannique et trois en Ontario). Des fonds ont été prévus au Canada pour le déploiement de la technologie de mesure du TAF aux 13 autres passages frontaliers de haute priorité. Avec ses partenaires, Transports Canada est déterminé à appliquer les solutions de mesure du TAF aux postes de haute priorité. Transports Canada et le département des Transports des États-Unis collaborent actuellement au déploiement d'une technologie à ces postes frontaliers au moyen d'une série de webinaires en tables rondes

³⁵ <http://www.publicsafety.gc.ca/cnt/brdr-strtg/bynd-th-brdr/fls/brdr-fs-fra.pdf>

³⁶ En 2013, jusqu'à 127 M\$ furent annoncés pour les principaux postes frontaliers : 47 M\$ pour Lacolle, QC; 60 M\$ pour Lansdown, ON; 10 M\$ pour Emerson, MB; et, 10 M\$ pour North Portal, SK.

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régionales sur le TAF. Les tables rondes aideront à harmoniser les efforts des deux côtés de la frontière pour procéder au déploiement de solutions relatives au temps d'attente aux postes frontaliers en offrant une formation et un soutien technique. Transports Canada attend également avec intérêt les résultats des travaux en cours du CBP au sujet de la démarche axée sur les données de son projet pilote comme solution potentielle de mesure du temps d'attente à la frontière.

Initiative 23 (Déploiement de la technologie IRF):

En 2014-2105, en prévision de la mise en œuvre de la technologie d'identification par radiofréquence (IRF) à certains points d'entrée canadiens, l'ASFC a commencé à apporter des changements aux systèmes et à mener des activités d'acquisition afin de préparer l'arrivée de cette technologie. L'ASFC poursuivra ce projet au cours des prochaines années en attribuant le marché d'acquisition, en achetant et en installant des lecteurs IRF, en apportant les changements nécessaires aux systèmes et en s'assurant qu'elle a accès aux documents compatibles avec la technologie IRF à la frontière.

Initiative 24 (Organisation des comités binationaux sur les opérations des postes frontaliers) :

À ce jour, 28 comités binationaux sur les opérations des postes frontaliers ont été établis. Huit d'entre eux sont présents dans chacun des aéroports canadiens qui offrent le précontrôle pour les É.-U., alors que les 20 autres ont été établis aux points d'entrée frontaliers terrestres. Les comités binationaux ont été mis en place afin d'assurer la coopération et le partenariat visant à accroître la collaboration dans la gestion générale des postes frontaliers, de coordonner l'intervention et la préparation en cas d'urgence, d'intégrer les efforts d'application de la loi et d'améliorer l'efficacité des stratégies d'atténuation pour les temps d'attente à la frontière. Ces comités jouent un rôle important dans l'amélioration de la manière dont le gouvernement du Canada gère les déplacements et les flux commerciaux et accélère le traitement des voyageurs et des marchandises.

Le gouvernement du Canada a réalisé ses engagements en vertu de l'Initiative 24. Chacun des 28 comités binationaux continue de tenir des réunions au moins quatre fois par année tout en mettant en œuvre leurs plans d'action individuels.

Thème 3 – Application transfrontalière de la loi (Initiatives 25 et 26)

Le Canada et les É.-U. ont élaboré avec succès des modèles visant à empêcher les criminels de traverser la frontière pour échapper à la justice. Le programme Shiprider, par exemple, emploie des agents désignés par les deux pays pour patrouiller dans les zones maritimes frontalières de nos deux pays, tandis que la coopération en matière d'application de la loi binationale et les forces d'intervention chargées d'assurer la sécurité de la frontière (Border Enforcement Security Task Forces) appuient les enquêtes conjointes et les mesures policières aux points d'entrée et entre ceux-ci. Grâce au Plan d'action Par-delà la frontière, les deux pays vont de l'avant avec de nouvelles initiatives qui s'inspirent des succès remportés par ces programmes chargés d'assurer l'application de la loi.

Résultats

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Résultat définitif

Les criminels ne peuvent pas tirer profit de la frontière canado-américaine pour commettre des crimes transnationaux.
(Initiatives 24 à 26)

Résultat à moyen terme

Les autorités canadiennes et américaines exécutent en collaboration des enquêtes criminelles transnationales et des enquêtes sur la sécurité nationale.
(Initiatives 21 à 26)

Tableau financier

Thème 3 – Application transfrontalière de la loi (Initiatives 25 et 26)

Ministère/organisme	2014-2015 (en dollars)			
	Nouveau financement	Réaffectations internes	Dépenses prévues totales	Dépenses réelles
Service des poursuites pénales du Canada (SPPC)	558 231 \$	0 \$	558 231 \$	138 728 \$ ^{ndv}
Sécurité publique Canada (SP)	0 \$	212 273 \$	212 273 \$	226 616 \$
Gendarmerie royale du Canada (GRC)	10 500 000 \$	0 \$	10 500 000 \$	7 376 119 \$ ^{nv}
TOTAL	11 058 231 \$	212 273 \$	11 270 504 \$	7 741 463 \$

Mesures du rendement

2011-2012

2012-2013

2013-2014

2014-2015

Résultat définitif : Les criminels ne peuvent pas tirer profit de la frontière canado-américaine pour commettre des crimes transnationaux

Indicateur 1 : Pourcentage de la frontière bénéficiant de systèmes de communication radio interopérables

-³⁷

14,3 %³⁸

28,6 %³⁹

28,6 %⁴⁰

Indicateur 2 : Nombre de kilomètres de la frontière maritime partagée par le Canada et les É.-U. qui sont couverts par les opérations Shiprider

-

-⁴¹

Région du
Pacifique :
250 km
Windsor :
468 km
1 chef

Région du
Pacifique :
250 km
Windsor :
468 km
14 chefs

Indicateur 3 : Nombre d'arrestations et de saisies effectuées grâce aux opérations Shiprider et Prochaine génération

-

-⁴²

d'accusation
canadien en
vertu du Code
criminel

d'accusation
canadiens en
vertu du Code
criminel

Résultat à moyen terme : Les autorités canadiennes et américaines exécutent en collaboration des enquêtes criminelles transnationales et des enquêtes sur la sécurité nationale

³⁷ Mesure du rendement mise en œuvre en 2012-2013.

³⁸ 1 de 7 postes divisionnaires inter-reliés – En 2012-2013, le Centre des opérations sur l'intégrité des frontières (COIF) de la GRC et les installations américaines d'application de la loi à la frontière à Blaine, Washington ont été inter-reliés. Le nombre d'emplacements divisionnaires à inter-relier a été réduit de huit à sept en 2013-2014 puisqu'il n'y a pas de secteur du Service des douanes et de la protection de la frontière des É.-U. le long de la région frontalière de l'Alaska et du Yukon. Par conséquent, les sept divisions de la GRC à connecter au Service des douanes et de la protection de la frontière des É.-U. sont celles de la Colombie-Britannique, de l'Alberta, de la Saskatchewan, du Manitoba, de l'Ontario, du Québec et du Nouveau-Brunswick.

³⁹ 2 de 7 postes divisionnaires inter-reliés – En 2012-2013, les lieux de répartition de Windsor et de Détroit ont été inter-reliés avec succès. Le nombre de postes divisionnaires à inter-relier a été réduit de huit à sept en 2013-2014.

⁴⁰ 2 de 7 postes divisionnaires inter-reliés – Les régions actuellement couvertes sont Washington-Vancouver et Detroit-Windsor.

⁴¹ Mesure du rendement mise en œuvre en 2013-2014.

⁴² Les opérations Shiprider régulières n'ont pas débuté avant 2013-2014; par conséquent, aucune arrestation ni saisie n'a été effectuée en 2012-2013 dans le contexte de ces initiatives.

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Indicateur 1 : Nombre d'agents canadiens ayant parachevé leur formation sur les opérations Shiprider et Prochaine génération au cours de l'exercice financier	21	14	14	21
Indicateur 2 : Nombre d'agents désignés pour mener des activités dans le cadre des opérations Shiprider et Prochaine génération	42	66	83	84
Indicateur 3 : Nombre d'équipes Shiprider régulières déployées	41	2	2	2
Indicateur 4 : Nombre d'heures totales de patrouilles Shiprider	-	43	300	1700
Indicateur 5 : Nombre d'abordages de navires canadiens et américains dans le cadre de Shiprider	-	42	105	520

Les autorités canadiennes et américaines exécutent en collaboration des enquêtes criminelles transnationales et des enquêtes sur la sécurité nationale (*Initiatives 24 à 26*)

Initiative 25 (Enquêtes sur la sécurité nationale et les activités criminelles transnationales – Shiprider/Prochaine génération):

En 2014-2015, plus de 1 700 heures de patrouille ont été menées et environ 520 navires ont été abordés dans le cadre d'opérations Shiprider. En plus d'appliquer des lois et règlements (dont la *Loi sur les douanes*, le *Code criminel*, la *Loi sur la marine marchande du Canada* et la *Loi sur l'accise*) et de soutenir les événements d'intensification des opérations, les équipes de Shiprider assisté à plusieurs opérations de recherche et sauvetage.

Les arrestations effectuées pour des infractions telles que la possession d'armes à feu illégales et la conduite d'une embarcation en état d'ébriété, ainsi que l'exécution de mandats d'arrestation en suspens, démontrent les résultats du programme Shiprider. Ces efforts ont été appuyés par la formation de 21 agents de police supplémentaires. L'augmentation du nombre d'agents désignés pour Shiprider accroît la capacité opérationnelle, de mener des enquêtes et d'intervenir en cas de menace envers la sécurité.

Initiative 26 (Interopérabilité radio):

Un système binational de communication radio interopérable entre les responsables canadiens et américains de l'application de la loi à la frontière a aussi été mis sur pied pour permettre aux organismes d'application de la loi de coordonner des enquêtes binationales efficaces, d'intervenir rapidement en cas d'incident à la frontière et de renforcer la sécurité des agents et du public.

En date du 31 mars 2015, la GRC et le Service des douanes et de la protection de la frontière des É.-U. avaient inter-relié deux des sept postes divisionnaires (Washington-Vancouver et Détroit-Windsor). On prévoit faire d'importants progrès en 2015-2016 concernant l'établissement d'une pleine connectivité aux endroits restants.

Thème 4 – Infrastructures essentielles et cybersécurité (Initiatives 27 à 32)

Le Canada et les É.-U. sont reliés par des infrastructures essentielles : des ponts et routes jusqu'aux infrastructures énergétiques et au cyberspace. Le Plan d'action Par-delà la frontière comprend des mesures visant à augmenter la résilience de nos infrastructures essentielles et cybernétiques communes ainsi qu'à

⁴³ Les opérations Shiprider régulières n'ont pas débuté avant 2013-2014.

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permettre à nos deux pays d'intervenir et de se rétablir rapidement en cas de catastrophe ou de situation d'urgence de part et d'autre de la frontière.

Résultats

Résultat définitif	Le Canada et les États-Unis sont prêts à faire face et à intervenir à des menaces et à des urgences. (Initiatives 27 à 32)	
Résultats à moyen terme	Le Canada et les États-Unis ont une approche commune de protection des infrastructures essentielles et du cyberspace. (Initiatives 27 à 29)	Le Canada et les États-Unis peuvent rapidement intervenir en cas d'urgence et de catastrophe des deux côtés de la frontière, et reprendre leurs activités après coup. (Initiatives 30 à 32)

Tableau financier

Thème 4 – Infrastructures essentielles et cybersécurité (Initiatives 27 à 32)

Ministère/organisme	2014-15 (en dollars)			
	Nouveau financement	Réaffectations internes	Dépenses prévues totales	Dépenses réelles
Agence des services frontaliers du Canada (ASFC)	0 \$	67 734 \$	67 734 \$	65 543 \$
Sécurité publique Canada (SP)	3 005 042 \$	0 \$	3 005 042 \$	3 518 096 \$
Transports Canada (TC)	0 \$	40 000 \$	40 000 \$	25 567 \$ ^{xvi}
TOTAL	3 005 042 \$	107 734 \$	3 112 776 \$	3 609 206 \$

Mesures du rendement

2011-2012 2012-2013 2013-2014 2014-2015

Résultat définitif : Le Canada et les États-Unis sont prêts à faire face et à intervenir à des menaces et à des urgences.

Indicateur 1 : Note attribuée en matière de résilience des infrastructures essentielles⁴⁴ - 45 51,91 33,98

Résultat à moyen terme : Le Canada et les États-Unis ont une approche commune de protection des infrastructures essentielles et du cyberspace

Indicateur 1 : Pourcentage d'intervenants ayant pris des mesures de gestion des risques à la suite d'une évaluation de l'emplacement

Sera mesuré en 2016-2017

Indicateur 2 : Nombre de séances de formation offertes dans le cadre de l'Initiative 27 - Amélioration des infrastructures essentielles transfrontalières et de la résilience

4 5 8 2

Indicateur 3 : Pourcentage des secteurs des infrastructures essentiels représentés au Forum national intersectoriel

100 % 100 % 100 % 100 %

Indicateur 4 : Produits de communications conjoints (Canada et É.-U.) mis au point (cybersécurité)

46 5 3 6

Indicateur 5 : Nombre d'engagements conjoints ou coordonnés avec le secteur privé et des intervenants externes, y compris des séances d'information et des exposés conjoints (cybersécurité)

47 3 7 3

⁴⁴ La note attribuée en matière de résilience des infrastructures essentielles permettra de mesurer la capacité des secteurs des infrastructures essentielles de résister aux perturbations et de se rétablir rapidement en cas de catastrophe. La note globale représentera une moyenne pondérée de tous les secteurs des infrastructures essentielles et permettra de suivre les progrès vers le renforcement de la résilience des infrastructures essentielles au fil du temps.

⁴⁵ Mesure du rendement mise en œuvre en 2013-2014.

⁴⁶ Mesure du rendement mise en œuvre en 2012-2013.

⁴⁷ Mesure du rendement mise en œuvre en 2012-2013.

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Mesures du rendement

2011-2012

2012-2013

2013-2014

2014-2015

Résultat à moyen terme : Le Canada et les États-Unis peuvent rapidement intervenir en cas d'urgence et de catastrophe des deux côtés de la frontière, et reprendre leurs activités après coup

Indicateur 1 : Élaboration de guides de planification, de protocoles de communication et d'échange de renseignements, et exécution d'un exercice sur table pour valider les concepts et les mécanismes dans le contexte maritime

En cours
dans une
région

Terminé
dans une
région sur
trois⁴⁸

Terminé
dans une
région sur
trois

Terminé
dans deux
régions sur
trois⁴⁹

Indicateur 2 : Pourcentage des passages frontaliers prioritaires visés par un plan régional validé au moyen d'un exercice

0 %

15 %

25 %

25 %

Le Canada et les États-Unis ont une approche commune de protection des infrastructures essentielles et du cyberspace (*Initiatives 27 à 29*)

Initiative 27 (Amélioration des infrastructures essentielles transfrontalières et de la résilience):

En 2014-2015, Sécurité publique Canada (SP) a continué de mettre en œuvre le *Plan d'action canado-américain sur les infrastructures essentielles*⁵⁰ afin de favoriser une approche transfrontalière intégrée en matière de protection et de résilience des infrastructures essentielles. En partenariat avec le département de la Sécurité intérieure (DHS) des É.-U., SP a lancé un deuxième Programme d'évaluation de la résilience régionale (PERR) comprenant des évaluations conjointes dans les régions du Yukon et de la Colombie-Britannique. Le PERR constitue un effort constant visant à rassembler des représentants régionaux et des intervenants du secteur privé en vue d'évaluer les infrastructures d'importance binationale, d'analyser les interdépendances et les risques et de combler les lacunes ciblées.

Parallèlement aux efforts transfrontaliers, SP a continué l'expansion du PERR à l'échelle nationale. En collaboration avec les provinces, les territoires et les propriétaires et exploitants d'infrastructures essentielles, SP a mené des évaluations des emplacements de biens et de systèmes cruciaux en Colombie-Britannique, en Saskatchewan, en Ontario, au Québec, au Nouveau-Brunswick, en Nouvelle-Écosse et au Yukon. En plus de cette expansion nationale, SP a continué d'intégrer le programme de méthodologie de cyberévaluation connu sous le nom d'Examen de la cyberrésilience au Canada (ECR). Ce programme a bien fonctionné en Nouvelle-Écosse, au Nouveau-Brunswick, en Alberta et au Manitoba.

De plus, SP a continué de mettre en œuvre la Cellule pour l'analyse virtuelle des risques (CAVR) afin d'entreprendre des activités de gestion des risques conjointes avec le département de la Sécurité intérieure. Il s'agit d'une organisation interorganisme chargée d'effectuer des analyses conjointes des risques, de développer des produits d'analyse transfrontaliers en collaboration et d'échanger des méthodes et des pratiques exemplaires afin de renforcer la résilience des infrastructures essentielles. Plus particulièrement, au cours du dernier exercice, la CAVR a travaillé à cibler les cyberdépendances transfrontalières.

Initiative 28 (Infrastructure gouvernementale et numérique) :

Le Centre canadien de réponse aux incidents cybernétiques (CCRIC) et ses homologues des É.-U., l'US-CERT (United States Computer Emergency Readiness Team) et l'ICS-CERT (Industrial Control Systems Cyber Emergency Response Team), ont continué de renforcer leurs activités d'échange de renseignements ainsi que la collaboration en vue d'accroître la cyberrésilience des infrastructures essentielles. En ce qui concerne la gestion des cyberincidents, SP a harmonisé et normalisé les processus et les procédures de paliers d'intervention, a entrepris des activités conjointes de simulation et de formation, a appuyé les échanges entre analystes et a collaboré au démantèlement de réseaux de zombies. De plus, les deux pays participent à des

⁴⁸ Le plan canado-américain de la région du Pacifique a été mené à bien en 2012-2013.

⁴⁹ Le plan de la région des Grands Lacs a été mené à bien en 2014-2015.

⁵⁰ <http://www.publicsafety.gc.ca/cnt/rsrctns/pblctns/cnd-ntdstts-ctnpln/cnd-ntdstts-ctnpln-fra.pdf>

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discussions techniques ainsi que l'Australie, la Nouvelle-Zélande et le Royaume-Uni, concernant la mise en place des mécanismes STIX et TAXII (Structured Threat Information eXpression et Trusted Automate eXchange of Indicator Information), ce qui favorisera l'échange en temps réel de renseignements de cybersécurité entre les gouvernements et les intervenants des infrastructures essentielles. Dans le cadre d'un engagement avec le secteur privé visant la sensibilisation aux enjeux et aux pratiques exemplaires en matière de cybersécurité, SP a communiqué des approches et a collaboré à des séances d'information et à des documents conjoints à l'intention de divers secteurs des infrastructures essentielles, y compris ceux de l'énergie et des finances. Les prochaines étapes comprennent d'améliorer la coordination de l'intervention en cas de cyberincident, d'échanger davantage concernant les systèmes de contrôle industriel, et de continuer à tirer parti des engagements conjoints avec l'industrie et des efforts coordonnés de sensibilisation du public.

Initiative 29 (Accentuation du leadership conjoint dans la participation aux démarches internationales touchant la cybersécurité) :

En 2014, SP a grandement approfondi et accentué sa collaboration internationale, tant de façon bilatérale qu'avec les É.-U., au moyen de forums internationaux visant à maintenir un cyberspace ouvert, sûr et fiable essentiel à la sécurité de tous les Canadiens et à la préservation de l'avantage concurrentiel du Canada sur le marché mondial. En 2014-2015, le Canada a continué de donner la priorité à sa participation à des activités internationales, notamment au sein de l'Organisation des États américains et de l'hémisphère occidental. Le Canada a également continué de participer activement au Groupe de travail sur la sécurité de l'information de l'Organisation de coopération et de développement économiques (OCDE), ainsi qu'à l'atelier du Forum régional de l'Association des nations de l'Asie du Sud-Est sur les mesures de renforcement de la cyberconfiance.

En ce qui concerne la lutte contre la cybercriminalité, le Canada a apporté tous les changements législatifs nécessaires à la ratification de la Convention de Budapest qui est entrée en vigueur en 2015.

Le Canada et les États-Unis peuvent rapidement intervenir en cas d'urgence et de catastrophe des deux côtés de la frontière, et reprendre leurs activités après coup (*Initiatives 30 à 32*)

Initiative 30 (Atténuation des effets de perturbations sur les collectivités et sur l'économie) :

Le Canada et les É.-U. élaborent, à l'échelle régionale, une approche transfrontalière conjointe afin d'accélérer la reprise du commerce maritime après une interruption majeure. Transports Canada (TC) dirige la composante maritime de cette initiative alors que SP s'occupe des frontières terrestres.

Mode maritime : En 2014-2015, en appui aux travaux dans la région des Grands Lacs, TC et la USCG (U.S. Coast Guard) ont organisé des séances de consultation des intervenants des secteurs public et privé à Montréal, à Hamilton, à Detroit et à Chicago. Ils ont ensuite rédigé des lignes directrices sur la résilience du commerce maritime dans la région des Grands Lacs, qui sont actuellement mises en œuvre. En appui à cette initiative dans la région de l'Atlantique, TC et la USCG ont tenu un webinaire initial avec les intervenants régionaux et ont planifié des séances de consultation en personne avec les intervenants pour 2015-2016.

Mode terrestre : En 2014-2015, SP a continué de travailler avec l'ASFC et les intervenants régionaux afin d'élaborer des plans de gestion de la circulation frontalière. En particulier, SP a collaboré avec le gouvernement du Nouveau-Brunswick pour élaborer un plan stratégique de gestion de la circulation frontalière orientant les activités régionales visant à améliorer la surveillance active, la planification et les opérations. De plus, SP a établi un partenariat avec le gouvernement de la Saskatchewan en vue d'élaborer un plan stratégique de gestion de la circulation frontalière ainsi qu'un plan opérationnel au point d'entrée de North Portal. Ces travaux donneront lieu à un exercice de gestion de la circulation frontalière en Saskatchewan

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au début de 2016. SP continuera de collaborer avec l'ASFC et les intervenants régionaux de partout au Canada pour élaborer des plans de gestion de la circulation frontalière et pour mener des exercices mettant ces plans à l'essai.

Initiative 31 (Amélioration de l'état de préparation aux menaces à la sécurité sanitaire) :

En 2014-2015, la supervision de la sécurité sanitaire prévue dans le Plan d'action Par-delà la frontière est passée de Sécurité publique Canada à l'Agence de la santé publique du Canada en vue de solidifier les liens entre les portefeuilles de la santé et de la sécurité. Tout au long de 2014-2015, le Canada et les É.-U. ont continué de collaborer à la sécurité sanitaire en initiant des négociations au sujet d'un plan introduisant de nouvelles mesures ou améliorant les mesures en place pour tirer parti des premières réussites et leçons retenues du Plan d'action Par-delà la frontière. En appui à ce plan, le Groupe de travail sur la sécurité sanitaire du Canada et des É.-U. rédigera un nouveau plan de travail qui sera mis en œuvre sur trois ans et qui fera avancer la coopération dans les domaines de l'échange de renseignements, de la collaboration, de l'interopérabilité et des leçons retenues. Le plan de travail formera la base d'une préparation accrue dans des domaines tels que le déplacement de contre-mesures médicales et le déploiement de personnel du domaine de la santé publique, de la médecine et d'autres domaines de la santé.

Initiative 32 (Gestion des urgences en cas d'incidents chimiques, biologiques, radiologiques, nucléaires et explosifs [CBRNE] et interopérabilité) :

Par l'intermédiaire de cette initiative, le Canada et les É.-U. ont créé deux groupes de travail pour renforcer conjointement leur capacité de se préparer et d'intervenir en cas de catastrophe binationale : le Groupe de travail sur les incidents CBRNE et le Groupe de travail Canada-É.-U. sur l'interopérabilité des communications (GTIC).

Le Groupe de travail sur les incidents CBRNE est axé sur la prévention, l'atténuation, la préparation, l'intervention et le rétablissement en cas d'incident CBRNE. En 2014, le Canada et les É.-U. ont collaboré pour favoriser les occasions communes de formation en matière d'incident CBRNE. Ainsi, les responsables canadiens de la gestion des urgences seront en mesure de participer à des formations offertes par l'Emergency Management Institute de la Federal Emergency Management Agency (FEMA) et le Center for Domestic Preparedness. De plus, des responsables canadiens et américains ont tenu des discussions en vue d'échanger des renseignements sur l'échange normal d'information et les protocoles de modélisation (comme la modélisation des panaches) visant à faciliter une intervention conjointe en cas d'incident CBRNE transfrontalier. Désormais, le Groupe de travail se concentrera sur l'élaboration d'un concept des opérations pour l'entraide en cas d'incident CBRNE.

L'objectif du GTIC est de favoriser la coordination transfrontalière visant à améliorer l'interopérabilité des communications pour la sécurité publique. En 2014-2015, le GTIC a terminé des activités associées à cet objectif, notamment :

- une collaboration avec la Federal Communications Commission et Industrie Canada en vue d'élaborer un énoncé d'intention permettant l'utilisation d'appareils radio portatifs de l'autre côté de la frontière par les titulaires de licence de sécurité publique de l'un ou l'autre pays;
- l'élaboration d'un protocole d'entente permettant l'échange automatisé de renseignements entre les systèmes de connaissance de la situation et de rapport de situation du Canada et des É.-U.;
- la consultation de premiers intervenants fédéraux, étatiques, provinciaux, territoriaux et locaux en matière de sécurité publique le long de la frontière en vue de recenser les efforts en place concernant l'interopérabilité;
- l'organisation du troisième Projet expérimental de renforcement de la résilience du Canada et des États-Unis visant à faire avancer la coordination et l'intervention par l'échange de renseignements, de données, d'alertes et d'avertissements.

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En 2015-2016, le GTIC continuera de faire avancer les activités énoncées dans le plan de travail quinquennal (p. ex. favoriser l'utilisation de normes et de modèles de gouvernance concernant l'utilisation des médias sociaux dans la gestion des urgences et échanger des pratiques exemplaires et des leçons retenues concernant des processus tels que le partage transfrontalier des fréquences).

Gestion du nouveau partenariat à long terme (Initiatives 33 et 34)

Tableau financier

Gestion du nouveau partenariat à long terme (Initiatives 33 et 34)

Ministère/organisme	2014-2015 (en dollars)			
	Nouveau financement	Réaffectations internes	Dépenses prévues totales	Dépenses réelles
Bureau du Conseil privé (BCP)	1 059 253 \$	0 \$	1 059 253 \$	1 177 315 \$
Sécurité publique Canada (SP)	0 \$	434 193 \$	434 193 \$	404 485 \$
TOTAL	1 059 253 \$	434 193 \$	1 493 446 \$	1 581 800 \$

Gouvernance visant à superviser la mise en place efficace des initiatives et à assurer la transparence et la responsabilisation

Initiative 33 (Gouvernance et surveillance de l'initiative PDF) :

En 2014-2015, l'Équipe de mise en œuvre du plan frontalier établi au Bureau du Conseil privé (BCP) a continué de superviser la mise en œuvre des initiatives pour le Canada. Elle a notamment organisé la troisième réunion annuelle du Comité directeur de gestion Canada-États-Unis, qui s'est rencontré en septembre 2014 pour examiner les progrès des initiatives en place et cibler les efforts à intensifier. Le BCP a également organisé des rencontres régulières avec des employés, des sous-ministres adjoints et des sous-ministres de ministères et d'organismes concernés afin de surveiller les progrès réalisés, de faire avancer des questions particulières et de coordonner les efforts avec le gouvernement des É.-U. En appui à la transparence et à la responsabilisation, en collaboration avec les É.-U., le BCP a terminé le troisième Rapport annuel conjoint sur la mise en œuvre du Plan d'action Par-delà la frontière à l'intention des dirigeants. De plus, on a utilisé de nombreux engagements pris auprès d'intervenants au Canada et aux É.-U. comme mécanisme supplémentaire de communication et de consultation sur les initiatives du Plan d'action.

Principes de protection des renseignements personnels pour orienter l'échange d'information et de renseignement dans le cadre du Plan d'action Par-delà la frontière

Initiative 34 (Élaboration d'un énoncé des principes et des pratiques en matière de protection des renseignements personnels) :

L'échange responsable de renseignements entre le Canada et les É.-U., conformément aux lois nationales des deux pays, est la pierre angulaire du Plan d'action. Un des résultats attendus à court terme était notamment

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l'Énoncé des principes Canada-É.-U. en matière de protection de la vie privée,⁵¹ publié en juin 2012. Les 12 principes portant sur la communication, la réception et l'utilisation des renseignements personnels échangés entre le Canada et les É.-U. aux termes d'ententes et d'initiatives sur l'échange de renseignements dans le cadre du Plan d'action, respectent les lois nationales des deux pays et reposent en partie sur des normes et des lignes directrices internationales sur la protection des renseignements personnels (Organisation de coopération et de développement économiques – Union européenne et É.-U.).⁵²

Jusqu'à maintenant, les principes ont été concrètement appliqués dans certaines ententes, parmi lesquelles les Phases I et II de l'initiative sur les entrées et les sorties⁵³, *l'Entente entre le gouvernement des É.-U. et le gouvernement du Canada sur l'échange de renseignements en matière de visas et d'immigration*⁵⁴ et l'Accord cadre sur les opérations intégrées transfrontalières maritimes d'application de la loi (Shiprider). De plus, des outils ont été créés afin d'aider les ministères responsables à déterminer s'ils doivent appliquer les principes et comment le faire dans les accords d'échange de renseignements transfrontaliers signés aux termes du Plan d'action.

Aucun autre échange transfrontalier de renseignements personnels n'a été ciblé dans les autres initiatives prévues du Plan d'action Par-delà la frontière. Si cela change, les principes seront appliqués en conséquence.

Le gouvernement du Canada a réalisé ses engagements en vertu de l'Initiative 34.

⁵¹ <http://plandaction.gc.ca/fr/fiche-d-information/bap-paf/nonc-des-principes-canada-etats-unis-mati-re-de-protection-de-la-vie>

⁵² <http://www.oecd.org/fr/sti/leconomie/lignesdirectricesregissantlaprotectiondelaviepriveeetlesfluxtransfrontieresdedonneesdecaracterepersonnel.htm>

⁵³ <http://www.cbsa.gc.ca/btb-pdf/es-se-fra.html>

⁵⁴ <http://www.cic.gc.ca/francais/ministere/aiprp/efvp/ter.asp>

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Annexe A – Liste des initiatives du Plan d'action Par-delà la frontière

	Initiative	Ministères et organismes responsables et participants
1	Évaluations conjointes des menaces	Sécurité publique Canada
2	Échange de l'information et du renseignement	Sécurité publique Canada o Ministère de la Justice Canada
3	Connaissance des domaines	Gendarmerie royale du Canada o Transports Canada o Sécurité publique Canada
4	Lutte contre l'extrémisme violent	Sécurité publique Canada
5	Sécurité intégrée du fret	Agence des services frontaliers du Canada o Transports Canada
6	Vérification des bagages des passagers	Transports Canada
7	Vérifications et évaluations conjointes des AVA	Agence canadienne d'inspection des aliments
8	Autorisation de voyage électronique (AVE)	Citoyenneté et Immigration Canada
9	Information préalable sur les voyageurs interactive (IIPV) – autorisation ou refus d'embarquement	Agence des services frontaliers du Canada
10	Échange de renseignements en matière d'immigration	Citoyenneté et Immigration Canada
11	Systèmes de données sur les entrées et les sorties	Agence des services frontaliers du Canada o Citoyenneté et Immigration Canada
12	Avantages accrus des programmes des négociants dignes de confiance	Agence des services frontaliers du Canada
13	Avantages harmonisés accrus pour les membres de NEXUS	Agence des services frontaliers du Canada o Transports Canada
14	Amélioration des installations à l'appui des programmes destinés aux négociants et voyageurs dignes de confiance	Agence des services frontaliers du Canada
15	Préinspection et précontrôle	Sécurité publique Canada o Transports Canada o Agence des services frontaliers du Canada o Affaires étrangères, Commerce et Développement Canada o Agence canadienne d'inspection des aliments
16	Faciliter la conduite des activités commerciales transfrontalières	Citoyenneté et Immigration Canada o Agence des services frontaliers du Canada
17	Guichet unique	Agence des services frontaliers du Canada
18	Harmonisation des seuils des expéditions de faible valeur	Ministère des Finances Canada o Agence des services frontaliers du Canada
19	Responsabilisation relativement aux droits et frais à payer à la frontière	Sécurité publique Canada
20	Mise à niveau et amélioration des infrastructures aux passages clés	Transports Canada o Agence des services frontaliers du Canada
21	Coordination des investissements aux postes frontaliers de petite taille ou éloignés	Agence des services frontaliers du Canada
22	Déploiement d'une technologie visant à calculer le temps d'attente à la frontière et établissement de niveaux de service pour le temps d'attente	Transports Canada o Agence des services frontaliers du Canada
23	Déploiement de la technologie IRF	Agence des services frontaliers du Canada
24	Organisation des comités binationaux sur les opérations des postes frontaliers	Agence des services frontaliers du Canada
25	Opérations Shiprider et Opérations de la Prochaine génération – Enquêtes sur la sécurité nationale et les activités criminelles transnationales	Sécurité publique Canada o Gendarmerie royale du Canada
26	Solutions d'interopérabilité radio pour les organismes d'application de la loi	Sécurité publique Canada Gendarmerie royale du Canada
27	Amélioration des infrastructures essentielles transfrontalières et de la résilience	Sécurité publique Canada
28	Infrastructure gouvernementale et numérique – Renforcer la cybersécurité	Sécurité publique Canada
29	Accentuation du leadership conjoint dans la participation aux démarches internationales touchant la cybersécurité	Sécurité publique Canada

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	Initiative	Ministères et organismes responsables et participants
30	Atténuation des effets de perturbations sur les collectivités et sur l'économie	Transports Canada (mode maritime) Sécurité publique Canada (mode terrestre)
31	Amélioration de l'état de préparation aux menaces à la sécurité sanitaire	Sécurité publique Canada o Agence de la santé publique du Canada
32	Gestion des urgences en cas d'incidents CBRNE et interopérabilité	Sécurité publique Canada
33	Gouvernance et surveillance de l'initiative Par-delà la frontière – Comité directeur de gestion	Bureau du Conseil privé
34	Élaboration d'un énoncé des principes et des pratiques en matière de protection des renseignements personnels	Sécurité publique Canada o Ministère de la Justice Canada

Remarque : Services partagés Canada est un important partenaire des ministères et organismes responsables et participants à l'appui des exigences en matière d'infrastructure de la technologie de l'information dans le cadre du Plan d'action Par-delà la frontière.

Notes de bas de page

ⁱ L'écart entre les dépenses totales prévues et les dépenses totales réelles dans le Thème 1 pour l'ASFC est dû principalement aux motifs suivants :

- **Initiative 5 – Stratégie de sécurité intégrée du fret**
Port Metro Vancouver (PMV) construira deux nouvelles installations d'examen des conteneurs maritimes afin de respecter ses obligations prévues à l'article 6 de la *Loi sur les douanes*. Depuis que le Conseil du Trésor a approuvé ce projet en 2012, PMV a subi des retards dans l'acquisition des terres. Il y a donc eu des retards pour la construction, ce qui a joué sur les délais de l'ASFC concernant la dotation et l'acquisition de matériel d'examen. Le projet accuse donc un retard d'environ deux ans. L'ASFC travaille en étroite collaboration avec PMV et d'autres intervenants pour éviter tout autre retard. Le retard a néanmoins entraîné un écart temporaire entre les dépenses prévues et les dépenses réelles.
- **Initiative 11 – Systèmes de données sur les entrées et les sorties**
En 2014-2015, l'ASFC a reporté 31 M\$ à des exercices ultérieurs en partie en raison de la portée et de la complexité du projet, ainsi que des approbations du Cabinet et du Parlement ne relevant pas de l'ASFC, ce qui a entraîné des retards. On a ajusté le calendrier du projet pour qu'il corresponde aux nouvelles dates de mise en œuvre. Par conséquent, les dépenses prévues en 2014-2015 ne correspondent pas aux montants reportés.

ⁱⁱ L'écart entre les dépenses totales prévues et les dépenses totales réelles dans le Thème 1 pour l'ACIA est dû principalement aux motifs suivants :

- **Initiative 5 – Sécurité intégrée du fret et Initiative 7 – Vérifications et évaluations conjointes des AVA**
En raison du caractère imprévisible des besoins des programmes, l'ACIA n'a attribué aucune dépense interne prévue pour 2014-2015. Par conséquent, dans le tableau financier du Thème 1, les dépenses prévues pour 2014-2015 sont de 0 \$.

ⁱⁱⁱ L'écart entre les dépenses totales prévues et les dépenses totales réelles dans le Thème 1 pour C/C est dû principalement aux motifs suivants :

- **Initiative 8 – Autorisation de voyage électronique**
L'écart entre les dépenses prévues et les dépenses réelles est principalement dû aux fonds de prévoyance inutilisés.
- **Initiative 10 – Échange de renseignements en matière d'immigration**
L'écart entre les dépenses prévues et les dépenses réelles est principalement dû aux fonds de prévoyance inutilisés, aux retards dans la dotation, aux coûts de chauffage, de ventilation et de climatisation moins élevés que prévu et à la réduction des exigences liées à la croissance des biens.
- **Initiative 11 – Systèmes de données sur les entrées et les sorties**
L'écart entre les dépenses prévues et les dépenses réelles est principalement attribuable à un retard dans l'approbation du pouvoir de dépenser en vue de la phase II qui a entraîné un déplacement des dépenses de 2014-2015 à 2015-2016.

^{iv} L'écart entre les dépenses totales prévues et les dépenses totales réelles dans le Thème 1 pour la C/IR est dû principalement aux motifs suivants :

- **Initiative 10 – Échange de renseignements en matière d'immigration**
L'écart entre les dépenses prévues et les dépenses réelles est principalement dû à un volume de traitement inférieur à ce qui était prévu. Ce volume inférieur découle de la diminution du nombre de demandes d'asile traitées, attribuable aux nouvelles mesures pour l'octroi d'asile mises en place dans le cadre de la réforme concernant les réfugiés en décembre 2012. De plus, le volume de documents des empreintes digitales échangés avec les États-Unis a été plus bas que prévu, mais il devrait augmenter au cours du prochain exercice. On a donc embauché moins de personnel et réalisé des économies dans les salaires.

^v L'écart entre les dépenses totales prévues et les dépenses totales réelles dans le Thème 1 pour la GRC est dû principalement aux motifs suivants :

- **Initiative 10 – Échange de renseignements en matière d'immigration**
L'écart présenté est dû aux activités de l'exercice précédent qui se sont prolongées en 2014-2015. La source des fonds couvrant l'écart en 2014-2015 est un report spécialement prévu en 2013-2014 pour le projet.

^{vi} L'écart entre les dépenses totales prévues et les dépenses totales réelles dans le Thème 2 pour la CCSN est dû principalement aux motifs suivants :

- **Initiative 17 – Guichet unique**
L'écart entre les dépenses prévues et les dépenses réelles est attribuable aux retards dans l'embauche de personnel qui ont entraîné le report de travaux prévus pour 2014-2015 à 2015-2016 et 2016-2017.

^{vii} L'écart entre les dépenses totales prévues et les dépenses totales réelles dans le Thème 2 pour le MAECD est dû principalement aux motifs suivants :

- **Initiative 15 – Préinspection et précontrôle**
L'écart entre les dépenses prévues et les dépenses réelles est attribuable aux salaires additionnels et aux coûts de rédaction de projets de loi.
- **Initiative 17 – Guichet unique**

La hausse des dépenses réelles par rapport aux dépenses prévues est principalement due au financement supplémentaire attribué à l'interne en appui à la mise en œuvre du projet pluriannuel.

viii L'écart entre les dépenses totales prévues et les dépenses totales réelles dans le Thème 2 pour le MPO est dû principalement aux motifs suivants :

- **Initiative 17 – Guichet unique**
L'écart entre les dépenses prévues et les dépenses réelles est attribuable à des contraintes opérationnelles. Il y a eu des retards quant au calendrier général du projet, notamment des aspects du projet dont le MPO dépend, ce qui a entraîné des retards dans l'élaboration de l'architecture de TI du MPO et dans le calendrier des consultations avec les intervenants.

ix L'écart entre les dépenses totales prévues et les dépenses totales réelles dans le Thème 2 pour EC est dû principalement aux motifs suivants :

- **Initiative 17 – Guichet unique**
L'écart entre les dépenses prévues et les dépenses réelles est attribuable au niveau plus faible que prévu de services professionnels fournis par des entrepreneurs.

x L'écart entre les dépenses totales prévues et les dépenses totales réelles dans le Thème 2 pour la SPFL est dû principalement aux motifs suivants :

- **Initiative 20 – Mise à niveau et amélioration des infrastructures aux passages clés**
Les écarts sont attribuables aux retards dans le processus d'acquisition du terrain et le début des travaux subséquents de dynamitage de la roche.

xi L'écart entre les dépenses totales prévues et les dépenses totales réelles dans le Thème 2 pour RNCan est dû principalement aux motifs suivants :

- **Initiative 17 – Guichet unique**
En ayant recours au report du budget de fonctionnement, RNCan a été en mesure de déplacer des fonds inutilisés d'un exercice précédent en 2014-2015, où les fonds ont été utilisés pour terminer les travaux qui avaient été reportés pour respecter le nouveau calendrier de mise en œuvre de l'ASFC.

xii L'écart entre les dépenses totales prévues et les dépenses totales réelles dans le Thème 2 pour l'ASPC est dû principalement aux motifs suivants :

- **Initiative 17 – Guichet unique**
L'écart est attribuable à des économies réalisées dans le domaine de l'élaboration de solutions fondées sur les processus de base au moyen de partage des coûts entre SC et l'ASPC. La collaboration entre ces deux administrations n'était pas prévue au moment où les nouveaux fonds ont été demandés.

xiii L'écart entre les dépenses totales prévues et les dépenses totales réelles dans le Thème 2 pour TC est dû principalement aux motifs suivants :

- **Initiative 15 – Préinspection et précontrôle**
L'écart entre les dépenses prévues et les dépenses réelles de TC est attribuable au fait que l'accord de précontrôle entre le Canada et les É.-U. a été signé plus tard que prévu, entraînant ainsi moins de dépenses.
- **Initiative 22 – Déploiement d'une technologie visant à calculer le temps d'attente à la frontière et établissement de niveaux de service pour le temps d'attente**
Les retards dans l'implantation d'une technologie de mesure du TAF aux 13 postes frontaliers restants sur 20 ont entraîné une diminution des dépenses prévues.

xiv L'écart entre les dépenses totales prévues et les dépenses totales réelles dans le thème 3 pour le Service des poursuites pénales du Canada (SPPC) est dû principalement aux motifs suivants :

- **Initiative 25 – Programme Shiprider, prochaine génération**
Les montants présentés concernant les dépenses réelles sont basés sur les travaux effectués jusqu'à présent dans le cadre des dossiers Shiprider. Les montants prévus ont été établis en fonction de la charge de travail anticipée. Jusqu'à maintenant, la charge de travail est moindre que prévu, et il n'est pas possible à ce stade de déterminer si elle augmentera dans l'avenir. Le SPPC ne contrôle pas la quantité de travail qu'il reçoit. Il répond simplement aux renvois ou aux demandes des organismes d'enquête. De plus, il importe de signaler que nos résultats sont basés sur les renseignements inclus dans notre base de données interne. Les chiffres sont extraits à partir d'un système de comptabilisation du temps et peuvent donc, de temps en temps, faire l'objet de révisions, selon les changements apportés aux données d'une période de référence particulière.

xv L'écart entre les dépenses totales prévues et les dépenses totales réelles dans le thème 3 pour la Gendarmerie royale du Canada (GRC) est dû principalement aux motifs suivants :

- **Initiative 25 – Programme Shiprider, prochaine génération**
L'écart entre les dépenses prévues et les dépenses réelles est dû aux priorités opérationnelles changeantes du programme fédéral des services de police, lesquelles sont essentiellement liées à la sécurité nationale à la suite des événements survenus sur la Colline du Parlement en octobre 2014.

Des ressources ont été affectées à l'appui des enquêtes criminelles relatives à la sécurité nationale, notamment les voyageurs à risque élevé, les personnes à risque élevé et les menaces à la sécurité nationale.

xvi L'écart entre les dépenses totales prévues et les dépenses totales réelles dans le Thème 4 pour TC est dû principalement aux motifs suivants :

- **Initiative 30 – Gestion de la circulation en cas d'urgence**
Il existe un écart entre les dépenses prévues et les dépenses réelles, car les déplacements et les ateliers prévus n'ont pas eu lieu pendant la période visée par le rapport, en raison de retards dans les projets.

Disposition Table: Comments from President & EVP on BtB Action Plan Horizontal Report

Section	Comment from EVP	Response
General	Did Peter Hill review this version?	Yes, this is the version Peter Hill reviewed. It is the final version of the report sent for review by Public Safety. Over the past few months, various iterations of this report were sent by Public Safety for CBSA's review and feedback.
General + p.3	When there are significant variances between planned and actual spending, they should be explained.	Comptrollership Branch reviewed the report. Comptrollership indicated that the variance explanations (actual expenditures versus planned spending) are in the end notes of the document. The first two bullets cover the CBSA items. The explanations provided were found to be clear and persuasive.
p.3	Where is the explanation (for financial table)?	The explanations of the Financial Table are in the end notes of the report (p. 23-24).
p.6 (last paragraph)	Should we give this much detail? (Security concern?) Too detailed & not strategic.	CBSA requests re-wording the paragraph to remove extraneous details as follows: "The Canada Border Services Agency (CBSA) and Transport Canada (TC) continued to target for national security and aviation security risks prior to cargo being loaded onto aircraft destined for Canada. This was accomplished by risk assessing data elements that were submitted in pre-load timeframes by the seven air carriers and two freight forwarders voluntarily participating in the pilot. Results of Phase I of the Pre-Load Air Cargo Targeting (PACT) pilot demonstrated that the data elements are sufficient in conducting the initial risk assessment for aviation security/imminent threat purposes (i.e. explosives)."
p.7	Can we just say both groups (Airline Industry Working Group, commercial air technical representatives) met many times? To be sent to Public Safety for inclusion in the BtB report.	Agreed. CBSA requests to re-phrase to "Furthermore, as in the previous year, the IAPI Team met frequently and regularly with the commercial air industry representatives to discuss potential impacts and technical issues and how best to resolve them." Resume text at "To support industry discussions..."
	Last paragraph (IAPI) - Too much information. We speculate about comments by stakeholders, but we know.	Recommend to leave sentence as is, as this report is for 2014-15, which is before the IAPI regulations were pre-published in the Canada Gazette, Part 1. In 2014-15, we could only speculate on what the stakeholder comments would be.

Disposition Table: Comments from President & EVP on BtB Action Plan Horizontal Report

Section	Comment from EVP	Response
p.8	First paragraph (IAPI) – this part is all dated. Why would we not say we have done all of this?	<p>Recommend to leave text as is. In <u>2014-15</u>, the CBSA <u>was</u> undertaking activities to optimize early and efficient airline on-boarding.</p> <p>Explanatory Note for EVP (not for inclusion in report): In fact, this point is still valid. While the CBSA has worked closely with carriers to on-board the top 65 carriers by Sept 30, 2016, we continue to do so to optimize timely on-boarding. Furthermore, the various air carriers and their service providers have internal priorities which has meant that some Service providers/carriers (i.e.: Amadeus and its client carriers such as Air Transat, KLM, Air France, etc.) could only come on to the system in spring/summer 2016. Therefore, the ongoing dialogue and engagement activities are key to keeping the momentum.</p>
	2 nd paragraph – are we saying too much re: Immigration Information Sharing?	Recommend to leave paragraph as is. This is an IRCC-led initiative.
	<p>3rd paragraph (Entry-Exit) – 97.1% Sounds like we are already doing off of EE for U.S citizens too. CBSA exit record should specify for foreign nationals (not including Cdn +U.S citizens). There is no reference to 3rd country nationals.</p> <p>To be sent to Public Safety for inclusion in the BtB report.</p>	<p>CBSA requests the following insertions to the third paragraph the text in red font below:</p> <p>The Entry/Exit initiative established coordinated entry and exit information systems ...citizenship) on third-country nationals and permanent residents, such that entry into one country...</p> <p>... virtually all (97.1%) the U.S. entry records (exits from Canada) are able to be successfully reconciled to a CBSA record for foreign nationals.</p>

Disposition Table: Comments from President & EVP on BtB Action Plan Horizontal Report

Section	Comment from EVP	Response														
P.9-10	<p>Change below identified by Programs Branch.</p> <p>It was identified that the performance indicator metrics for Indicator 2 (Number and value for duty of Imports by Customs Self-Assessment (CSA)/Partners in Protection (PIP) members and total for CBSA), should be in billions of dollars, not millions.</p> <p>To be sent to Public Safety for inclusion in the BtB report.</p>	<p>23. The Value for Duty (VFD) of imports by CSA and PIP members refers to the total value of goods imported by CSA and PIP members, not the duty collected.</p> <p>Performance Metrics</p> <table><tr><th></th><th>2012-13</th><th>2013-14</th><th>2014-15</th></tr><tr><td rowspan="3">Indicator 2</td><td><u>CSA</u> \$88,826,000,000</td><td><u>CSA</u> \$89,100,000,000</td><td><u>CSA</u> \$111,911,000,000</td></tr><tr><td><u>PIP</u> \$35,779,000,000</td><td><u>PIP</u> \$42,100,000,000</td><td><u>PIP</u> \$38,312,000,000</td></tr><tr><td><u>CBSA Total</u> \$461,157,000,000</td><td><u>CBSA Total</u> \$479,000,000,000</td><td><u>CBSA Total</u> \$519,400,000,000</td></tr></table> <p>Footnote 23 to be added on page 9 of the report, “<i>The Value for Duty (VFD) of imports by CSA and PIP members refers to the total value of goods imported by CSA and PIP members, not the duty collected.</i>” Comptrollership Branch has reviewed and agrees with this change.</p>		2012-13	2013-14	2014-15	Indicator 2	<u>CSA</u> \$88,826,000,000	<u>CSA</u> \$89,100,000,000	<u>CSA</u> \$111,911,000,000	<u>PIP</u> \$35,779,000,000	<u>PIP</u> \$42,100,000,000	<u>PIP</u> \$38,312,000,000	<u>CBSA Total</u> \$461,157,000,000	<u>CBSA Total</u> \$479,000,000,000	<u>CBSA Total</u> \$519,400,000,000
	2012-13	2013-14	2014-15													
Indicator 2	<u>CSA</u> \$88,826,000,000	<u>CSA</u> \$89,100,000,000	<u>CSA</u> \$111,911,000,000													
	<u>PIP</u> \$35,779,000,000	<u>PIP</u> \$42,100,000,000	<u>PIP</u> \$38,312,000,000													
	<u>CBSA Total</u> \$461,157,000,000	<u>CBSA Total</u> \$479,000,000,000	<u>CBSA Total</u> \$519,400,000,000													
p.10	No numbers for 2014-15	<p>CBSA is providing the following Trusted Trader numbers to be included on page 10 of the report under the FY 2014-2015.</p> <p>CSA:</p> <ul style="list-style-type: none">• 52 applications received• 48 new members• 1027 total members• 3.4% growth <p>PIP:</p> <ul style="list-style-type: none">• 83 new members• 1821 total members• 4.5% growth														

Disposition Table: Comments from President & EVP on BtB Action Plan Horizontal Report

Section	Comment from EVP	Response																				
		<p>Explanatory Note for EVP (not to be included in report):*PIP membership application is done through the TT Portal. Reporting functionality is still being built and therefore can't provide stats on submitted applications.</p> <p>CSA membership information is provided from contacts within the CSA/FAST Carrier Unit East and the CSA/FAST Innovation & Technology Unit. PIP membership information is provided by the Enterprise Data Warehouse. The numbers were reported in the DPR.</p>																				
	8.33% increase in CDRP for 2014-15 – is it increase or decrease?	Growth rate for CDRP in 2014-15 was 9.14% and reflects a net increase in membership. Please see revised table. Table is based on membership data as of March 31, 2016. Source: CMRS, extracted by PRU. Reported in Monthly Trusted Traveller Reports. CDRP members in 2014-15 was 1,457																				
	What do the numbers showing CDRP decrease mean? Show all #s to EVP.	<table><tr><th>CDRP</th><th>2011-12</th><th>2012-13</th><th>2013-14</th><th>2014-15</th></tr><tr><td>Active Members</td><td>1,749</td><td>1,371</td><td>1,335</td><td>1,457</td></tr><tr><td>Growth Rate</td><td>-22.13%</td><td>-21.61%</td><td>-2.63%</td><td>9.14%</td></tr><tr><td>Net loss/gain</td><td>-497</td><td>-378</td><td>-36</td><td>122</td></tr></table> <p>The percentages denote a negative growth rate and decrease in membership. Full application data was not available in time for this review, but, based on application data available from the CPCs, almost no renewals applications were received for the CDRP over the previous three years. 2014-15 represents the first increase in membership since 2003-04. This positive growth has continued into 2015-16, with active membership at 1,814 (24.5% increase, 357 additional members).</p>	CDRP	2011-12	2012-13	2013-14	2014-15	Active Members	1,749	1,371	1,335	1,457	Growth Rate	-22.13%	-21.61%	-2.63%	9.14%	Net loss/gain	-497	-378	-36	122
CDRP	2011-12	2012-13	2013-14	2014-15																		
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Growth Rate	-22.13%	-21.61%	-2.63%	9.14%																		
Net loss/gain	-497	-378	-36	122																		
	To be sent to Public Safety for inclusion in the BtB report.																					
	Show numbers re: FAST to EVP	<p>2014-15 – 64,855 members; 2015-16 – 60,549 members - 6.64% decrease</p> <p>Please see revised table below. Table is based on membership data as of March 31, 2016. Source: CMRS, extracted by PRU. Reported in Monthly Trusted Traveller Reports.</p> <table><tr><th>FAST</th><th>2011-12</th><th>2012-13</th><th>2013-14</th><th>2014-15</th></tr><tr><td>Initial Applications Received</td><td>6,512</td><td>7,114</td><td>8,980</td><td>7,268</td></tr><tr><td>Active Members</td><td>66,267</td><td>65,842</td><td>66,046</td><td>64,855</td></tr><tr><td>Growth Rate</td><td>-3.62%</td><td>-0.64%</td><td>0.31%</td><td>-1.80%</td></tr></table>	FAST	2011-12	2012-13	2013-14	2014-15	Initial Applications Received	6,512	7,114	8,980	7,268	Active Members	66,267	65,842	66,046	64,855	Growth Rate	-3.62%	-0.64%	0.31%	-1.80%
FAST	2011-12	2012-13	2013-14	2014-15																		
Initial Applications Received	6,512	7,114	8,980	7,268																		
Active Members	66,267	65,842	66,046	64,855																		
Growth Rate	-3.62%	-0.64%	0.31%	-1.80%																		

Disposition Table: Comments from President & EVP on BtB Action Plan Horizontal Report

Section	Comment from EVP	Response				
		Net loss/gain	-2,488	-425	204	-1,191
	To be sent to Public Safety for inclusion in the BtB report.	Please note corrections to 2013-14 and 2014-15 growth rates. In addition, application numbers for the first three years reflected Initial applications received, while 2014-15 (as originally presented) included all applications (initial, renewal and reapplications).				
p.11	How can we have more applicants and a decrease in total membership? Are people leaving the program?	Data methodology for 2014-15 was shifted to reference all applications instead of just initial applications, as were only shown in the previous three years. There was not an actual spike in applications received.				
		FAST	2011-12	2012-13	2013-14	2014-15
		Applications Received (Initial, Renewal and Reapplication)	13,055	13,157	15,258	15,400
		The FAST program is seeing fewer renewals, which over time has led to a slow decline in membership.				
	From an Ops perspective, why are processing times increasing (even conventional)?	<p>There may be an issue with respect to the finalization of each traveller conveyance passage (i.e. allowing the licence plate-reader to initiate a new passage, instead of manually closing out the previous passage). If there is no car waiting in the PIL line the processing time continues to run until the time is manually closed out or a subsequent conveyance triggers the license plate reader. This has led to an increase in overall average processing times as tracked by the IPIL system.</p> <p>In addition, the 100% document scanning initiative may also contribute towards the increased processing times.</p> <p>There was also a change in methodology from traveller passage to conveyance passage. In 2011-2012 the time provided was per traveller. Starting in 2012-2013 the CBSA began reporting per conveyance.</p>				
	To be sent to Public Safety for inclusion in the BtB report.	Correction to NEXUS Applications Received upon further review of document. Source is CMRS – Monthly Applications received by CBSA.				
		NEXUS	2011-12	2012-13	2013-14	2014-15
		Applications Received (Initial, Renewal and Reapplication)	223,443	267,541	317,517	335,657

Disposition Table: Comments from President & EVP on BtB Action Plan Horizontal Report

Section	Comment from EVP	Response
		<p><u>Additional note for EVP from Travellers (not for inclusion in report)</u></p> <p>In our review of the NEXUS applications data we were unable to validate the data presented in the report. The data did not match totals for initial NEXUS applications and it did not match totals for all NEXUS applications. As such we are recommending to proceed with a revision to include the data for all NEXUS applications received (initial, renewal, and reapplication). The updated data was reviewed and validated by the Performance Reporting Unit (PRU) on May 3, 2016.</p>
p.12	<p>Delete last sentence of second paragraph – says the same line in previous sentence</p> <p>To be sent to Public Safety for inclusion in the BtB report.</p>	<p>CBSA recommends to Public Safety to remove the last sentence. After reviewing the text, we believe that the previous sentence already captures what is being conveyed. The suggestion will be sent to Public Safety for their consideration.</p>
p.13	<p>Aren't we almost done re: 4 outstanding NEXUS lanes? Can we say 4 lanes planned to be installed?</p> <p>To be sent to Public Safety for inclusion in the BtB report.</p>	<p>CBSA suggests a slight modification to the wording to Public Safety and that is to replace the word "yet" by "planned" as this would better reflect that the work is planned to go forward. The suggestion will be sent to Public Safety for their consideration.</p> <p><u>Additional note (not for inclusion in report)</u></p> <p>*Pacific Highway-(NEXUS 5) was complete in September 2015</p> <p>* Aldergrove, BC (NEXUS 9) completed in November 2015 (delay caused by port rebuild)</p>
p.14	<p>Initiative 19 – Are the border fees duties + taxes? Re-write - sounds like we called fees for service. I know we don't do that.</p>	<p>This is a Public Safety-led initiative. Public Safety advises that the language on Border Fees (i.e. "border fees and charges") is the same language that was used in last year's Horizontal Report and is drawn directly from the BTB Action Plan. Public Safety indicated that it is their intention is to leave it as is, given that it is language from the Action Plan. (Note that the Border Fees study was based on the published inventories of border fees, which was fairly narrowly framed.)</p> <p>https://www.publicsafety.gc.ca/cnt/brdr-strtg/bynd-th-brdr/brdr-fs-eng.aspx</p>

Disposition Table: Comments from President & EVP on BtB Action Plan Horizontal Report

Section	Comment from EVP	Response
p.19-20	In reference to plans to develop border traffic management plans in Saskatchewan – did we do this? If not, what is it?	This is a Public Safety-led initiative. GoC contributed funding and participated in the exercise, as did CBSA’s regional office. CBSA recommends leaving the wording as is.
p.22	Board/No-Board should be deleted	The listed initiatives on page 22 reflect the exact wording published in the Action Plan. It is recommended that the wording be kept as is and not deleted.
	eTA – CBSA is contributing to this	The IRCC is the sole lead on this initiative as is identified in the Action Plan. It is recommended that the wording be kept as is
	Entry/Exit – CIC should be removed as contributing department.	Recommend leaving CIC listed as a contributing department. They are a key contributor, responsible for both IT/IM investments supporting EE as well as program delivery.
	Increasing Harmonized Benefits to NEXUS Members – question with respect to Transport Canada identified as contributing department	Transport Canada, through CATSA (and the US TSA) had extended pre-board check-in benefits for international/transborder/domestic flight, to NEXUS members.

Disposition Table: Changes to Public Safety on BtB Action Plan Horizontal Report

Pages	Request for Change																												
p.6	<p>In the last paragraph, there is too much detail (potential security concern). CBSA requests re-wording the paragraph to remove extraneous details as follows:</p> <p>“The Canada Border Services Agency (CBSA) and Transport Canada (TC) continued to target for national security and aviation security risks prior to cargo being loaded onto aircraft destined for Canada. This was accomplished by risk assessing data elements that were submitted in pre-load timeframes by the seven air carriers and two freight forwarders voluntarily participating in the pilot. Results of Phase I of the Pre-Load Air Cargo Targeting (PACT) pilot demonstrated that the data elements are sufficient in conducting the initial risk assessment for aviation security/imminent threat purposes (i.e. explosives).”</p>																												
p.7	<p>Under Initiative 9, there is too much detail. CBSA requests to re-phrase to “Furthermore, as in the previous year, the IAPI Team met frequently and regularly with the commercial air industry representatives to discuss potential impacts and technical issues and how best to resolve them.” Resume text at “To support industry discussions...”</p>																												
p.8	<p>3rd paragraph under Initiative 11, the CBSA requests the following insertions to the third paragraph the text in red font below:</p> <p>The Entry/Exit initiative established coordinated entry and exit information systems ...citizenship) on third-country nationals and permanent residents, such that entry into one country...</p> <p>... virtually all (97.1%) the U.S. entry records (exits from Canada) are able to be successfully reconciled to a CBSA record for foreign nationals.</p>																												
P.9-10	<p>The performance indicator metrics for Indicator 2 (Number and value for duty of Imports by Customs Self-Assessment (CSA)/Partners in Protection (PIP) members and total for CBSA), should be in billions of dollars, not millions. As such CBSA requests changes to the numbers in the Performance Metrics table (as per below), and adding a footnote to “Indicator 2: Number and value for duty of Imports by Customs Self-Assessment (CSA)/Partners in Protection (PIP) members and total for CBSA”:</p> <p>Performance Metrics</p> <table><tr><th></th><th>2012-13</th><th>2013-14</th><th>2014-15</th></tr><tr><td>Indicator 2:</td><td><u>CSA</u></td><td><u>CSA</u></td><td><u>CSA</u></td></tr><tr><td>Number and value for duty of Imports by Customs Self-Assessment</td><td>\$88,826,000,000</td><td>\$89,100,000,000</td><td>\$111,911,000,000</td></tr><tr><td></td><td><u>PIP</u></td><td><u>PIP</u></td><td><u>PIP</u></td></tr><tr><td></td><td>\$35,779,000,000</td><td>\$42,100,000,000</td><td>\$38,312,000,000</td></tr><tr><td></td><td><u>CBSA Total</u></td><td><u>CBSA Total</u></td><td><u>CBSA Total</u></td></tr><tr><td></td><td>\$461,157,000,000</td><td>\$479,000,000,000</td><td>\$519,400,000,000</td></tr></table>		2012-13	2013-14	2014-15	Indicator 2:	<u>CSA</u>	<u>CSA</u>	<u>CSA</u>	Number and value for duty of Imports by Customs Self-Assessment	\$88,826,000,000	\$89,100,000,000	\$111,911,000,000		<u>PIP</u>	<u>PIP</u>	<u>PIP</u>		\$35,779,000,000	\$42,100,000,000	\$38,312,000,000		<u>CBSA Total</u>	<u>CBSA Total</u>	<u>CBSA Total</u>		\$461,157,000,000	\$479,000,000,000	\$519,400,000,000
	2012-13	2013-14	2014-15																										
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Pages	Request for Change														
	(CSA)/Partners in Protection (PIP) members and total for CBSA ²³														
	²³ The Value for Duty (VFD) of imports by CSA and PIP members refers to the total value of goods imported by CSA and PIP members, not the duty collected.														
p.10, 11	<p>CBSA is providing the following Trusted Trader numbers to be included on page 10 of the report under the FY 2014-2015.</p> <p>CSA:</p> <ul style="list-style-type: none">• 52 applications received• 48 new members• 1027 total members• 3.4% growth <p>PIP:</p> <ul style="list-style-type: none">• 83 new members• 1821 total members• 4.5% growth <p>Correction to NEXUS Applications Received upon further review of document. Source is CMRS – Monthly Applications received by CBSA.</p> <table><tr><th>NEXUS</th><th>2011-12</th><th>2012-13</th><th>2013-14</th><th>2014-15</th></tr><tr><td>Applications Received (Initial, Renewal and Reapplication)</td><td>223,443</td><td>267,541</td><td>317,517</td><td>335,657</td></tr></table>					NEXUS	2011-12	2012-13	2013-14	2014-15	Applications Received (Initial, Renewal and Reapplication)	223,443	267,541	317,517	335,657
NEXUS	2011-12	2012-13	2013-14	2014-15											
Applications Received (Initial, Renewal and Reapplication)	223,443	267,541	317,517	335,657											
p.12	In the second paragraph, CBSA requests to remove the last sentence as the previous sentence already captures what is being conveyed.														
p.13	Regarding Initiative 14, the CBSA requests a slight modification to the wording on the last paragraph which would replace the word “yet” by “planned” as this would better reflect that the work is planned to go forward.														

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Mr. Malcolm Brown
Deputy Minister
Public Safety Canada
269 Laurier Avenue West
Ottawa, Ontario
K1A 0P8

Dear Mr. Brown:

Thank you for the opportunity to comment on the 2014-~~20~~-15 Report on the Beyond the Border Action Plan Horizontal Initiative. I am writing ~~to you~~ to request changes to certain portions of the report as ~~it~~they relates to the Canada Border Services Agency (~~CBSA~~) initiatives.

For your convenience, we have outlined our comments and have inserted requested wording for the recommended changes in the attached enclosure. If we can be of further assistance, please do not hesitate to contact us.

Yours sincerely,

Linda Lizotte-MacPherson
President

Enclosure: ~~Disposition Table: Changes to Public Safety on BtB Action Plan Horizontal Report~~

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Deputy Minister
Public Safety Canada
269 Laurier Avenue West
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Linda Lizotte-MacPherson
President

Enclosure: Disposition Table: Changes to Public Safety on BtB Action Plan Horizontal Report



UNCLASSIFIED

For action

MEMORANDUM

To: Linda Lizotte-MacPherson, President
Nada Semaan, Executive Vice-President
From: Caroline Weber, Vice-President
Subject: Status of ATIP's review of transition documents

This memorandum provides a status update on the review of transition documents by the ATIP Division as a result of requests under the Access to Information (ATI) Act.

BACKGROUND

Since the election of October 19, 2015, there have been twenty ATI requests, for CBSA transition documents prepared for the incoming Minister of Public Safety, eleven of these ATI requests are still currently active. Following the release of the table of contents of the transition binders to all requesters, they specified the documents they were interested in (and in which language they preferred them). Only documents that were requested have gone through the regular process of review and consultation, and they are now in the process of being provided to the requesters. A total of 43 documents have been or will be released (mostly in English only), and 23 documents have not been requested.

CONSIDERATIONS

The Government ran on promoting greater transparency through more pro-active disclosure. TBS have largely left interpretation of this commitment in the hands of deputy heads, as the TB President has been setting the stage for consultation on the ATI Act. Further direction is expected over the coming months in response to specific commitments has (or will make) and a common approach to implementing them across government.

In consultation with other agencies in the Portfolio, none have done a complete review of all transition documents for posting on the Internet website. Similar to other



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organizations, we have insufficient resources to redact all transition documents, in both English and French, on top of the existing workload with the ATIP Division.



RECOMMENDATION

In order to make more Canadians aware of transition materials that were prepared for the Minister, the CBSA website could provide the list of redacted documents provided to ATI requesters, and indicate that they can submit access requests for specific documents.

This would enable timely responses for those documents that have already gone through review, and could possibly result in additional documents being requested (for which we would have to apply the usual ATIP review and consultations). This list is available in bilingual format and could be posted following Communications review and formatting (see attachment 1).

This approach is in keeping with what TBS is doing with respect to proactively disclosing the titles of documents prepared for their President and the Treasury Board Secretary, which are being posted on a monthly basis (see attachment 2).

Caroline Weber, Vice President
Corporate Affairs Branch

President's Response

I concur ☐

I do not concur ☐

Linda Lizotte-MacPherson

ATTACHMENT

1. List of CBSA Transition Documents
2. TBS website: Summary of briefing document titles prepared for the Secretary and the President



Transition Book 1 CBSA Strategic Overview

Table of Contents

1. Strategic Overview
 - a. Strategic Overview
 - b. Overview Deck
 - c. Biographies
2. Legislative Authorities
3. CBSA Litigation
4. CBSA Financial Overview
5. Key Ongoing Initiatives
 - a. Beyond the Border Action Plan Update
 - i. Entry/Exit
 - b. North American Trilateral Trusted Traveller Agreement
 - c. Border Infrastructure Renewal: Ports of Entry
 - d. The CBSA's Role in Refugee Processing
 - e. Securing Canada's Borders: Arming of Border Services Officers
 - f. C-51, *The Anti-Terrorism Act*, 2015
 - i.
 - ii. Customs Tariff
6. Potential Directions
 - a. Border Infrastructure Investment: National Immigration Holding Centre Strategy
 - b.
 - c. Revenue Generation
7. Key Partners and Stakeholders
8. Quarterly Media Analysis (Q3)

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Border Services



Services frontalières

Transition Book 2 CBSA Key Issues/Initiatives

Table of Contents

1. People (Travellers/Immigration)

1. Overview
2. Service Improvements for Travellers
3. Interactive Advance Passenger Information Initiative
4. Biometric Screening
5. Temporary Foreign Worker Program / International Mobility Program
6. Coasting Trade Licenses

2. Goods (Trade/Commercial)

1. Overview
2. Commercial Service Improvement Strategy
3. Audit of Controlling Exports at the Border (OAG)
4. Marine Container Examination Facilities Project
- 5.
6. Importation of Spent Fowl
7. Importation of Milk Protein Substances
8. Trans-Pacific Partnership Free Trade Agreement
9. Cargo Control and Sufferance Warehouse Modernization
10. Modernizing Trade and Trade Compliance

3. Securing the Border (Enforcement and Intelligence)

1. Overview
2. Immigration Inland Enforcement
3. Criminal Investigations
4. Intelligence and Targeting Programs
5. High Risk Traveller
6. Designated Irregular Arrivals and Human Smuggling

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4. International and Intergovernmental

1. Overview
2. Preclearance with the United States
3. CBSA Cooperation with Mexico
4. Canada-European Union Treaty on Passenger Name Record
5. Federal, Provincial and Territorial Relationships

5. Border Support

1. Human Resources Issues
2. Security and Professional Standards
3. CBSA Information Technology Transformation
4. Information, Science and Technology: Powering CBSA's Vision
5. Television Program (Border Security: Canada's Frontline)

6. Administration

1. Access to Information and Privacy
2. Internal Audit and Program Evaluation Directorate

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Transition Book 3 Reference Material

Table of Contents

1. Agency Integrated Business Plan (2015-18), August 2015
2. Program Alignment Architecture – Current and Proposed (2015-17)
3. Report on Plans and Priorities (2015-16)
4. Annual Report on the Administration of the *Access to Information Act* (2014-15)
5. Annual Report on the Administration of the *Privacy Act* (2014-15)
6. CBSA Input to Treasury Board and Heritage Canada's Annual Reports on Official Languages (2014-15)
7. Canada-United States Beyond the Border Action Plan Annual Implementation Report (2015)
8. Federal Tourism Strategy, Annual Report (2013)
9. *Canada Border Services Agency Act* (2005)
(Note: The *Customs Act* and the *Immigration and Refugee Protection Act* will be provided separately).

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Services frontalières



Border Services

Cahier de transition 1 Aperçu stratégique de l'ASFC

Table des matières

1. Aperçu stratégique
 - a. Synopsis – Aperçu stratégique
 - b. Présentation générale – Aperçu de l'Agence des services frontaliers du Canada (ASFC)
 - c. Biographies
2. Autorisations légales – Pouvoirs Législatifs
3. Litiges de l'ASFC
4. Les finances de l'ASFC en bref
5. Principales initiatives en cours
 - a. Le point sur le Plan d'action Par-delà la frontière
 - i. Entrées/Sorties
 - b. Accord trilatéral visant à établir le programme nord-américain des voyageurs dignes de confiance
 - c. Renouvellement de l'infrastructure frontalière
 - d. Rôle de l'ASFC dans le traitement des demandes d'asile
 - e. Protéger les frontières du Canada – Armement des agents des services frontaliers
 - f. Projet de loi C-51, *Loi antiterroriste* de 2015
 - i.
 - ii. Tarif des Douanes
6. Orientations futures possibles
 - a. Stratégie nationale pour les centres de surveillance de l'immigration : Investissement dans l'infrastructure frontalière
 - b.
 - c. Gestion des recettes – Production de Recettes
7. Principaux partenaires et intervenants
8. Analyse trimestrielle de la couverture médiatique (T3)



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Cahier de transition 2 Grands enjeux et initiatives à l'ASFC

Table des matières

1. Personnes (voyageurs et immigration)

1. Aperçu
2. Amélioration des services offerts aux voyageurs
3. Initiative relative à l'Information interactive préalable sur les voyageurs
4. Contrôle biométrique
5. Programme des travailleurs étrangers temporaires / Programme de mobilité internationale
6. Permis de cabotage

2. Marchandises (programmes commerciaux et secteur commercial)

1. Aperçu
2. Stratégie d'amélioration des services commerciaux
3. Bureau du vérificateur général – Audit sur le contrôle des exportations à la frontière
4. Projet des installations d'examen des conteneurs maritimes
- 5.
6. Importation de volailles de réforme
7. Importation de matières protéiques de lait
8. Accord de libre-échange du Partenariat transpacifique
9. Modernisation des entrepôts d'attente et du contrôle du fret
10. Moderniser les programmes commerciaux et l'observation des programmes commerciaux

3. Sécurité de la frontière (exécution de la loi et renseignement)

1. Aperçu
2. Exécution de la loi en matière d'immigration dans les bureaux intérieurs
3. Enquêtes criminelles
4. Programmes du renseignement et du ciblage
5. Voyageurs à risque élevé
6. Arrivées désignées comme irrégulières et passage de clandestins



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4. À l'étranger et avec les autres gouvernements

1. Aperçu
2. Précontrôle avec les États-Unis
3. Coopération de l'Agence des services frontaliers du Canada avec le Mexique
4. Accord sur le dossier passager entre le Canada et l'Union européenne
5. Relations fédérales, provinciales et territoriales

5. Soutien des services frontaliers

1. Questions liées aux ressources humaines
2. Normes de sécurité et normes professionnelles
3. Transformation des technologies de l'information de l'Agence des services frontaliers du Canada
4. L'information, la science et la technologie au service de la vision de l'ASFC
5. Émission de télévision (*Douanes sous haute surveillance : Canada*)

6. Administration

1. Accès à l'information et protection des renseignements personnels
2. Direction de la vérification interne et de l'évaluation des programmes



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Cahier de Transition 3 Documentation de Référence

Table des matières

1. Plan d'activités intégré de l'Agence, 2015-2018, août 2015
2. Architecture d'alignement des programmes – Actuel et proposé "Nouveau", 2015-2017
3. Rapport sur les plans et les priorités, 2015-2016
4. Rapport annuel au Parlement sur la *Loi sur l'accès à l'information*, 2014-2015
5. Rapport annuel au Parlement sur la *Loi sur la protection des renseignements personnels*,
2014-2015
6. Commentaires de l'ASFC dans le cadre du Rapport annuel sur les langues officiels (2014-15) du
Conseil du Trésor et Patrimoine Canada
7. Canada-États-Unis, Plan d'action par-delà la frontière: Rapport sur la mise en œuvre, mars 2015
8. Stratégie fédérale en matière de tourisme, Rapport annuel, 2013
9. Loi sur l'Agence des services frontaliers du Canada, 2005
(Veuillez noter : La Loi sur les douanes et la Loi sur l'immigration et la protection des réfugiés seront fournies
séparément)

Summary of briefing document titles prepared for the Secretary and the President



Government
of Canada

Gouvernement
du Canada

Home (<http://www.canada.ca/en/index.html>)

→ Treasury Board of Canada Secretariat (<http://www.canada.ca/en/treasury-board-secretariat/index.html>)

→ Transparency ([/ip-pi/trans/index-eng.asp](http://ip-pi/trans/index-eng.asp))

Summary of briefing document titles prepared for the Secretary and the President

*Note to Readers

The briefing document titles listed below were prepared for the Secretary and the President of the Treasury Board. The lists are generated at the end of each month and are a snapshot in time of documents created for that month. In accordance with both the *Access to Information Act* and *Privacy Act*, the titles of briefing notes that contain personal information or require Cabinet confidence certification have not been included in this listing. If you find a title of interest, you may make an *Access to Information Request* (<http://www.tbs-sct.gc.ca/tbsf-fsct/350-57-eng.asp>) in order to obtain the records.

Titles of briefing notes addressed to the President February 2016

Tracking#	Sector	Title	Action Required	Date received in Secretary's Office	Date signed by Secretary	Date signed/seen by President
20012609	Priorities and Planning Sector	Letter to the Honorable Marie-Claude Bibeau, Minister of International Development and La Francophonie	Signature	04-02-2016	05-02-2016	Pending
19252874	Office of the Comptroller General	Collaborative Efforts in Federal/Provincial Procurement	Information	01-02-2016	Pending	Pending

Summary of briefing document titles prepared for the Secretary and the President

Tracking#	Sector	Title	Action Required	Date received in Secretary's Office	Date signed by Secretary	Date signed/seen by President
20085265	Priorities and Planning Sector	Treasury Board of Canada Secretariat 2016-17 Report on Plans and Priorities	Signature	11-02-2016	11-02-2016	Pending
19989722	Corporate Services Sector	Treasury Board of Canada Secretariat Approval of Delegation of Financial Signing Authorities to the Department of Public Service and Procurement for the Public Service Pension Plan	Signature	01-02-2016	05-02-2016	Pending
20059544	Strategic Communications and Ministerial Affairs Sector	Management of Electronic Treasury Board	Information	05-02-2016	Pending	Pending
20177144	Expenditure Management Sector	Tabling of the 2016-17 Reports on Plans and Priorities	Signature	16-02-2016	17-02-2016	26-02-2016
20251909	Economic Sector	Federal Sustainable Development Strategy	Signature	16-02-2016	Pending	Pending

Summary of briefing document titles prepared for the Secretary and the President

Tracking#	Sector	Title	Action Required	Date received in Secretary's Office	Date signed by Secretary	Date signed/seen by President
20300948	Canada School of Public Service	Canada School of Public Service 2016-17 Report on Plans and Priorities	Information	23-02-2016	Pending	Pending
19958349	Government Operations Sector	Canada School of Public Service Evaluation of Business Model	Decision	19-02-2016	26-02-2016	Pending
19642738	Office of the Comptroller General	Procurement Ombudsman End of Mandate Report	Information	22-02-2016	22-02-2016	Pending
20128879	Office of the Comptroller General	Purchasing Activity Report 2014	Information	22-02-2016	22-02-2016	Pending
19253295	Office of the Comptroller General	Charbonneau Commission Report	Information	23-02-2016	23-02-2016	Pending
19605350	Compensation and Labour Relations Sector	National Joint Council Directives	Decision	23-02-2016	26-02-2016	Pending
20051791	Pensions and Benefits Sector	Report on the Public Service Pension Plan for the Fiscal year Ended March 31, 2015	Signature	23-02-2016	23-02-2016	Pending

Summary of briefing document titles prepared for the Secretary and the President

Tracking#	Sector	Title	Action Required	Date received in Secretary's Office	Date signed by Secretary	Date signed/seen by President
20125529	Pensions and Benefits Sector	Report on the Administration of the Supplementary Retirement Benefits Act for the Fiscal Year Ended March 31, 2015	Signature	25-02-2016	26-02-2016	Pending
20352100	Expenditure Management Sector	Letters to Chairs of Parliamentary Committees	Signature	25-02-2016	Pending	Pending
20231031	Pensions and Benefits Sector	Report on the Administration of the Members of Parliament Retiring Allowances Act for the Fiscal Year Ended March 31, 2015	Signature	26-02-2016	26-02-2016	Pending
20438180	Expenditure Management Sector	Meeting with the Parliamentary Budget Officer	Information	29-02-2016	29-02-2016	Pending
19663533	Governance, Planning and Policy Sector	Annual Report on Employment Equity in the Public Service 2014-15	Signature	29-02-2016	29-02-2016	Pending
20393036	Governance, Planning and Policy Sector	Annual Report on Official Languages 2014-15	Signature	29-02-2016	29-02-2016	Pending

Titles of briefing notes addressed to the Secretary February 2016

Tracking#	Sector	Title	Action Required	Date received in Secretary's office
19382229	Government Operations Sector	The Office of the Auditor General (OAG) Updated five-year investment plan 2015-16 to 2019-20	Signature	01-02-2016
20015825	Corporate Services Sector	Approval of the Treasury Board Secretariat Open Government Implementation Plan	Approval	02-02-2016
19910773	Office of the Comptroller General	Scenario Note for Joint SDAC GCAC Meeting on February 10, 2016	Meeting	03-02-2016
19940148	Human Resources Division	Letter to Commissioner of Official Languages	Signature	05-02-2016
19672485	Corporate Services Sector	Authorization to increase the threshold for Payments under the White Class Action Settlement Agreement	Approval	08-02-2016
20085265	Priorities and Planning Sector	TBS 2016-17 Report on Plans and Priorities	Approval	09-02-2016
19209592	Compensation and Labour Relations sector	Modernization of the Financial Management (FI) Job Evaluation Standard	Approval	12-02-2016
20067946	Office of the Comptroller General	Travel Request - Paris Conference - Organisation for Economic Cooperation and Development (March 2016)	Approval	12-02-2016
20243965	Chief Information Officer Branch	April 2016 Service Management Summit	Approval	16-02-2016
20289742	Corporate Services Sector	Treasury Board Secretariat - Quarterly Financial Report for the Quarter Ended December 31, 2015	Approval	17-02-2016

Summary of briefing document titles prepared for the Secretary and the President

Tracking#	Sector	Title	Action Required	Date received in Secretary's office
20243137	Compensation and Labour Relations sector	Government of Canada Relocation Support Services (GCRSS) Procurement	Approval	18-02-2016
20079900	Compensation and Labour Relations sector	Relocation Assistance for Exempt Staff	Approval	23-02-2016
20338466	Chief Information Officer Branch	ITPIN Regarding Retirement of Microsoft Office 2010 or Earlier	Approval	23-02-2016
20337884	Chief Information Officer Branch	ITPIN 2016-02 Canada.ca Publishing Minimum	Approval	23-02-2016
19873769	Human Resources Division	Reimbursement of individual membership fees - Public Service Labour Relations and Employment Board Decision	Approval	24-02-2016
20282698	Priorities and Planning Sector	Follow-up: 2 nd Webcast - BP2020 Resetting the Rules	Approval	26-02-2016

Date modified:

2016-05-02

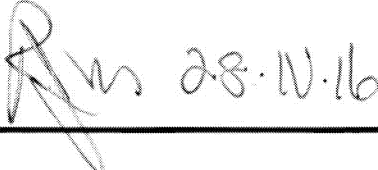
Government of Canada activities and initiatives



Canada Border Services Agency
Agence des services frontaliers du Canada

CBSA/ASFC-16-01683

ROUTING SLIP / BORDEREAU D'ACHEMINEMENT

Name and telephone number/ Nom et numéro de téléphone		Initials and date / Initiales et date	Action	Information
President/Présidente Linda Lizotte-MacPherson			<input type="checkbox"/>	<input checked="" type="checkbox"/>
Executive Vice-President/ Première vice-présidente Nada Semaan			<input type="checkbox"/>	<input checked="" type="checkbox"/>
Vice-President/ Vice-présidente Caroline Weber			<input checked="" type="checkbox"/>	<input type="checkbox"/>
Director General/ Directeur général Robert Mundie Tel. /Tél. : 613-954-1909		 28.11.16	APR 29 2016 @ 8:30	
Director/Directeur Dan Proulx Tel. /Tél. : 343-290-6969				
Subject/Objet : Memorandum on the Access to Information and Privacy Compliance and Backlog Action/Mesure : For Information BF/AR : April 29, 2016 Please find enclosed a Memorandum on the Access to Information and Privacy Compliance and Backlog with options and a recommendation that will serve to address the growing volumes of ATIP requests and improve Agency compliance.				



MEMORANDUM

To: Linda Lizotte-MacPherson, President
Nada Semaan, Executive Vice-President
From: Caroline Weber, Vice-President
Subject: Access to Information and Privacy Compliance and Backlog

This memorandum is a follow-up to the presentation on the Access to Information and Privacy (ATIP) Compliance and Backlog (see **attachment 1**) that was provided to the Executive Committee (EC) meeting on March 10, 2016. This is a further elaboration of three options to address the backlog, one of which is a revised reflecting the budget allocation provided for 2016-17. In terms of funding for this year, a proposal for the ATIP Division will be one of the pressures Corporate Affairs Branch (CAB) outlines for consideration by EC. of

Over the past five years, the Canada Border Services Agency (CBSA) has experienced a significant increase in the number of requests received. In 2010-11, the CBSA received 4,503 Access to Information Act (ATIA) and privacy requests. By comparison, the Agency received 19,474 access to information and privacy requests in 2014-15. While the three-fold increase in requests has largely been due to the growth in Travel History Requests (THR), both in terms of ATIA and Privacy Act requests, the number and volume of "true ATIP" requests have also grown (e.g., increase of 39% in the number of pages processed of "non-THR" requests).

Requests received									
	Access Requests			Privacy Requests			Access and Privacy Requests		
	Non-THR	THR	Total	Non-THR	THR	Total	Non-THR	THR	Grand Total
2010-11	1,448	159	1,607	1,385	1,511	2,896	2,833	1,670	4,503
2014-15	2,749	3,956	6,705	2,207	10,562	12,769	4,956	14,518	19,474
%	+90%	+2,388%	+317%	+59%	+599%	+341%	+75%	+769%	+334%
Pages processed									
	Access Requests			Privacy Requests			Access and Privacy Requests		
	Non-THR	THR	Total	Non-THR	THR	Total	Non-THR	THR	Grand Total
2010-11	279,523	477	280,000	255,467	4,533	260,000	534,990	5,010	540,000
2014-15	427,196	12,804	440,000	318,314	31,686	350,000	745,510	44,490	790,000
%	+53%	+2,584%	+57%	+25%	+599%	+35%	+39%	+788%	+46%

Despite ongoing management efforts to address and reduce the ATIP Division workload, a more rigorous process for reviewing under Section 15 (National Security) and Section 21 (Advice), combined with the complexity of the records and the high volumes of pages to be processed, has pushed the ATIP Division beyond its operational capacity. In 2015-16, the CBSA closed 81.7% of ATIA requests on time and closed 88.8% of *Privacy Act* requests on time, the first time since fiscal year 2012-13 that the Agency did not meet its legislative compliance target of 90%.

Based on the three proposed options, I believe that
to improved compliance with the Agency's response
timelines to ATIA and *Privacy Act* requests. It is also the only option that will have a long-
lasting effect on the necessary capacity to fulfill the Agency's responsibilities.

Caroline Weber, Vice President
Corporate Affairs Branch

ATTACHMENT

1. Access to Information and Privacy (ATIP) Compliance and Backlog (English and French)



Canada Border
Services Agency Agence des services
frontaliers du Canada

CBSA/ASFC-16-_____

ROUTING SLIP / BORDEREAU D'ACHEMINEMENT

		ACTION REQUIRED/ MESURE REQUISE	
Name and telephone number/ Nom et numéro de téléphone	Initials and date / Initiales et date	Action	Information
President/Présidente Linda Lizotte-MacPherson		<input checked="" type="checkbox"/>	<input type="checkbox"/>
Executive Vice-President/ Première vice-présidente Nada Semaan		<input type="checkbox"/>	<input checked="" type="checkbox"/>
Vice-President/ Vice-présidente Caroline Weber		<input checked="" type="checkbox"/>	<input type="checkbox"/>
Director General/ Directeur général Robert Mundie Tel. /Tél. : 613-954-1909			
Director/Directeur Dan Proulx Tel. /Tél. : 343-290-6969			
Subject/Objet : Memorandum on the Access to Information and Privacy Compliance and Backlog Action/Mesure : For Decision BF/AR : April 29, 2016 Please find enclosed a Memorandum on the Access to Information and Privacy Compliance and Backlog with options and a recommendation that will serve to address the growing volumes of ATIP requests and improve Agency compliance.			

MEMORANDUM

**To: Linda Lizotte-MacPherson, President
Nada Semaan, Executive Vice-President**
From: Caroline Weber, Vice-President
Subject: Access to Information and Privacy Compliance and Backlog

This memorandum is a follow-up to the presentation on the Access to Information and Privacy (ATIP) Compliance and Backlog (see **attachment 1**) that was provided to the Executive Committee (EC) meeting on March 10, 2016. This is a further elaboration of the

In terms of funding for this year, a proposal for the ATIP Division will a pressure that Corporate Affairs Branch (CAB) outlines for consideration by EC.

Our analysis and options follow.

Over the past five years, the Canada Border Services Agency (CBSA) has experienced a significant increase in the number of requests received. In 2010-11, the CBSA received 4,503 *Access to Information Act* (ATIA) and *Privacy Act* requests. By comparison, the Agency received 19,474 access to information and privacy (ATIP) requests in 2014-15. While the three-fold increase in requests has largely been due to the growth in Travel History Requests (THR) which are much simpler to process (requiring 5-6 FTEs), the number and volume of “true” ATIP requests have also grown (e.g., increase of 39% in the number of pages processed of “non-THR” requests).

Requests received

	Access Requests			Privacy Requests			Access and Privacy Requests		
	Non-THR	THR	Total	Non-THR	THR	Total	Non-THR	THR	Grand Total
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2014-15	2,749	3,956	6,705	2,207	10,562	12,769	4,956	14,518	19,474
%	+90%	+2,388%	+317%	+59%	+599%	+341%	+75%	+769%	+332%

Pages processed

	Access Requests			Privacy Requests			Access and Privacy Requests		
	Non-THR	THR	Total	Non-THR	THR	Total	Non-THR	THR	Grand Total
2010-11	279,523	477	280,000	255,467	4,533	260,000	534,990	5,010	540,000
2014-15	427,196	12,804	440,000	318,314	31,686	350,000	745,510	44,490	790,000
%	+53%	+2,584%	+57%	+25%	+599%	+35%	+39%	+788%	+46%

Despite ongoing management efforts to find efficiencies and reduce the ATIP Division workload, a more rigorous process for reviewing under Section 15 (National Security) and Section 21 (Advice), combined with the complexity of the records and the high volumes of pages to be processed, has pushed the ATIP Division beyond its operational capacity. In 2015-16, the CBSA closed 81.7% of ATIA requests on time and closed 88.8% of *Privacy Act* requests on time, the first time since fiscal year 2012-13 that the Agency did not meet its legislative compliance target of 90%.

In order to address the growing volumes of ATIP requests and improve the Agency’s compliance, four options are offered for consideration:

Based on the four proposed options, I believe that the
approach to improved compliance with the Agency's response
timelines to ATIP requests. It is also the only option that will have a long-lasting effect on the
necessary capacity to fulfill the Agency's responsibilities.

Caroline Weber, Vice President

Corporate Affairs Branch

ATTACHMENT

1. Access to Information and Privacy (ATIP) Compliance and Backlog



Canada Border
Services Agency

Agence des services
frontaliers du Canada



Access to Information and Privacy Compliance and Backlog

Executive Committee

March 10, 2016

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PROTECTION • SERVICE • INTEGRITY

Canada

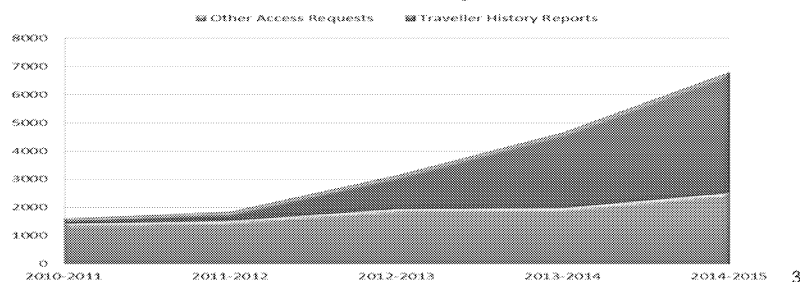
Objectives

- The purpose of this presentation is to:
 - Review circumstances behind the growing backlog of late *Access to Information Act* (ATIA) and *Privacy Act* requests.
 - Discuss implications for the Agency of decreased compliance to legislated response timelines.
 - Explore proposed options to address the backlog.

Context: Increase in Access to Information Requests

- The CBSA receives the 2nd highest number of ATIA requests of all federal institutions.
- Over five years (FY 2010-2011 to 2014-2015):
 - Annual ATIA request volumes grew by 317% from 1,607 to 6,705.
 - Annual pages processed grew by 57% from 280,000 to 440,000.

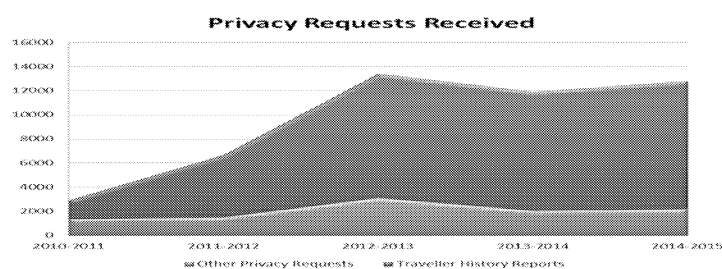
Access to Information Requests Received



- Over the past five years, the CBSA has experienced a significant increase in the number of requests received. In 2010–11, the CBSA received 1,607 requests. By comparison, the Agency received 6,705 requests in 2014–15. This increase is largely attributable to travel history requests.
- In fiscal year 2014–15, 60.4% of all access to information requests received by the CBSA came from individuals seeking their travel history report, which is used to support residency requirements for benefits programs administered by IRCC and by Service Canada.
- Although the ATIA requests volumes grew by 317%, the pages processed grew by 57% due to the fact that travel history requests are on average 3 pages.
- Analysts need to consult the GCMS, ICES and Cognos systems in order to produce a travel history request.
- As of January 12, 2016, the CBSA has received 4,125 requests under the *Access to Information Act*, representing a -18% variance over the same period last year.

Context: Increase in Privacy Act Requests

- The CBSA receives the greatest number of *Privacy Act* requests of all federal institutions.
- Over five years (FY 2010-2011 to 2014-2015):
 - Annual *Privacy Act* request volumes grew by 341% from 2,896 to 12,769.
 - Annual pages processed grew by 35% from 260,000 to 350,000.



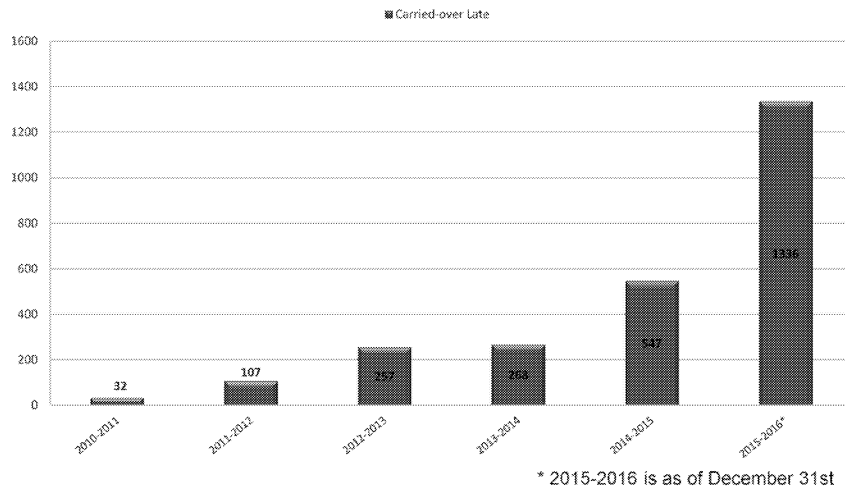
4

- Over the past five years, the CBSA has experienced a significant increase in the number of requests received. In 2010–11, the CBSA received 2,896 requests. By comparison, the Agency received 12,769 requests in 2014–15. This increase is largely attributable to travel history requests.
- In fiscal year 2014–15, 82.7% of all the privacy requests received by the CBSA came from individuals seeking their travel History report, which is used to support residency requirements for benefits programs administered by IRCC and by Service Canada.
- Although *Privacy Act* requests volumes grew by 341%, the pages processed grew by 35% due to the fact that travel history requests are on average 3 pages.
- Travel History requests are on average 3 pages,
- Analysts need to consult the GCMS, ICES and Cognos systems in order to produce a travel history request.
- As of January 12, 2016, the CBSA has received 8,645 requests under the *Privacy Act*, representing a 1% variance over the same period last year.

High Volumes Have Pushed ATIP Division Beyond its Operational Capacity

- The ATIP Division is struggling to manage over 2,500 active requests on any given day.
- The number of carry-over late files has increased as ATIP analysts are more frequently being reassigned late files.
 - Cumulative effect has put severe strain on the Division, and on-time active files are now progressively going late.
- For the first time since FY 2012-2013, the CBSA will not meet its legislative compliance target of 90% for ATIA and *Privacy Act* requests.
 - In the first nine months of 2015-2016, 82% of ATIA and 88% of privacy were closed within legislative timeframes.

Backlog of Late Files (as of March 31 in the fiscal year)



Diagnostic of what has changed in past year

1. A greater adherence to process for reviewing National Security (NS) files has increased processing time.
 - While providing greater assurance that CBSA avoids the inadvertent release of information that should be exempted, more time is spent reviewing files.
2. Delegation to approve the release of non-client specific access requests, which includes the application of Section 15 (NS) and Section 21 (Advice) of the ATIA, has been moved up one level to managers (PM-06) within the ATIP Division.
3. Strategy adopted to tackle the very late files, many of them large.
 - As the Information Commissioner is now reporting on departments with the latest files, the ATIP Division assigned resources which in the first nine months of 2015-2016 have closed all 2011 and 2012 ATIP files, but at a cost to current requests. Focus is now on the 2013 late files.
4. Workplace stress in ATIP Division has led ATIP management team to control the number of files assigned to each analyst.
 - Each employee is assigned a reasonable inventory of files, which is improving the work environment and reducing staff attrition.

7

The one remaining 2012 file is under consultation with Transport Canada and will be closed as soon as we receive their recommendations.

Management efforts to Respond to the Growing Backlog

- ATIP Division recalled all divisional employees on assignment.
- Overtime is being offered to staff (in cash).
- ATIP budget supplemented with in-year resources via regular reallocations of O&M from rest of CAB which allowed for additional use of ATIP consultants as well as term employees.
- Cabinet and Parliamentary Affairs staff were temporarily re-assigned to work on ATIP requests last summer.

8

1,451 THR requests and 20 Immigration files were closed by Cabinet and Parliamentary Affairs staff.

Learning from the RCMP's experience: Permanent and temporary transfer of resources

- In 2012 the RCMP ATIP Division had a backlog of some 1,700 late files.
 - 5 consultants were hired and three employees were reassigned to assist with the backlog.
 - It took the RCMP ATIP Division 2 years to clear the backlog.
- To stop the backlog from increasing and address a rise in requests, the RCMP ATIP Division received \$1.6M in permanent funding to hire additional staff, bringing their employee complement to 74 FTEs.
 - The CBSA ATIP Division currently has a greater workload with fewer FTEs (57).
- Both steps (consultants and permanent FTEs) were necessary for the RCMP to clear the backlog as well as to put their ATIP Division on a sustainable footing.

Other measures to reduce ATIP workload

- Open Government:
 - Proactively disclose the titles of memos and briefing notes addressed to the President and the Minister.
 - Reduces the administrative effort to collate information for individual requests and simplifies the review process for requested materials.
 - All releasable data be proactively made available on Open Government.
- Information Management (IM):
 - Agency-wide adoption of Apollo and its use as IM tool:
 - Will eliminate transitory records and duplicates.
 - Powerful search and share capabilities will make it easier to find the information needed for ATIP requests.

Addressing the Growing Volumes of ATIP Requests

- The 27% increase in ATIP production staff since 2010-2011 is not proportionate to the threefold increase in the volume of requests.
-
- Costing and organisational structures for each option are provided in the annex.

Recommendation

-
- To do what we can to influence workload, more needs to be done on Open Government and Information Management.

Reference Information

ANNEX

16



PROTECTED A

MEMORANDUM

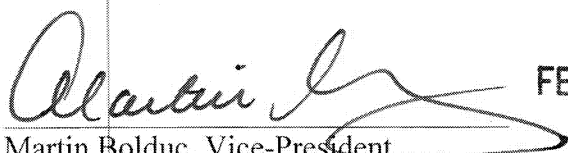
To: Linda Lizotte-MacPherson, President
From: Martin Bolduc, Vice-President, Programs Branch
Subject: Mutual Recognition Arrangement Prioritization, Privacy, and
Engagement with China

This is a follow-up to our discussion on Mutual Recognition Arrangements (MRA), specifically the ranking of countries, information privacy, and our future engagement with China.

PROTECTED A

MRA Engagement with the General Administration of China Customs (GACC)

A briefing note for the Minister has been prepared to provide an overview of MRAs, including current and future negotiations.



FEB 19 2016

Martin Bolduc, Vice-President
Programs Branch

ATTACHMENT

1. CBSA MRA Dashboard, January 29, 2016

Mutual Recognition Arrangements (MRA)

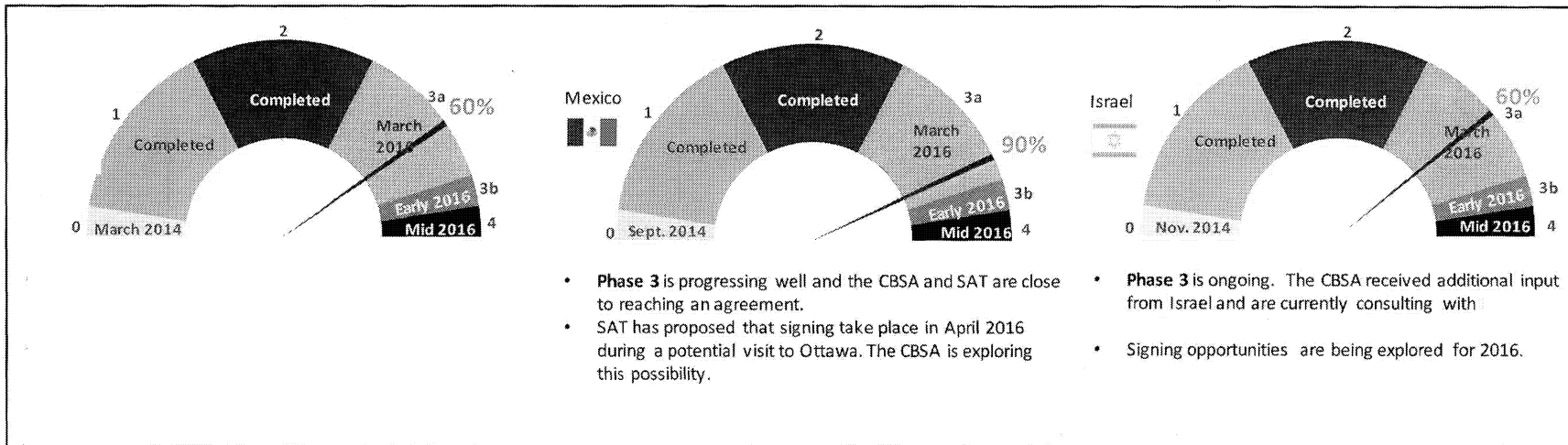
Updated: January 29, 2016

MRAs SIGNED AND IMPLEMENTED:

2008  United States 2010  Japan 2010  Singapore 2010  Republic of Korea

MRAs IN PROGRESS: (% represents progress of each MRA Phase)

Phase 3 dates have changed from December 2015 to March 2016 for all three negotiations.



MRA Phases*

- 0 **Initiation:** Establish and identify contacts; gauge timelines, formal initiation letters from Administration leaders (1-2 months).
- 1 **Program Comparison:** AEO program overview; conduct program analysis; compare policies, procedures and documentation (3-4 months).
- 2 **Site Validation Observations:** Conduct joint site visits and determine compatibility of the validation process (2 months).
- 3a **Text Completion** and b **Signing:** Negotiate MRA wording between Customs-to-Customs (4-6 months). Signing opportunities vary by country and available events, i.e. WCO Policy Commission
- 4 **Implementation:** Exchange membership data to achieve mutual recognition. This can occur immediately or may take several months (i.e. manual vs. automated systems).

*Phases may be worked on concurrently. Average time to complete an MRA is 1 to 1.5 years.

FUTURE MRAs:

Country	Initiation	Time Required	Considerations
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Canada Border
Services Agency Agence des services
frontaliers du Canada

PROTECTED B

For information

OPERATION

For the President

PURPOSE

To provide information on anti-dumping duty enforcement
as part of ongoing collaboration with the

ISSUE

Effective enforcement of anti-dumping and countervailing laws and orders, particularly in the steel sector,

. Over the past year the CBSA and CBP have participated in a Beyond the Border related working group to combat anti-dumping fraud and evasion and have recently finalized a collaborative work plan, which includes

BACKGROUND

anti-dumping and countervailing duties are paid. The CBSA will review

It will also send a strong message to stakeholders showing CBSA's commitment to enforcing anti-dumping and countervailing measures.

STATUS

during the operation. The legal authority for CBSA to share this information is

PROTECTED B

pursuant to the *Agreement between the Government of Canada and the Government of the United States of America Regarding Mutual Assistance and Co-operation between their Customs Administrations*.

OUTCOMES

Enhanced enforcement will be received positively by key stakeholders,
is the voice of Canada's steel producers and

It will also send a strong message to importers of dumped or subsidized goods that the CBSA is taking appropriate action against the increasing threat of noncompliance with antidumping duties in the current global steel environment. This operation will aim at ensuring that the required antidumping duties are and provide a level playing field for the U.S. and Canadian steel industries.

NEXT STEPS

The CBSA and then prepare a follow-up joint report, which will be provided to executive leadership. Depending on results, a joint press release may be issued on the outcome of the operation.

Please note that I am available to discuss at your convenience, should you have questions or concerns.

Martin Bolduc, Vice-President
Programs Branch

ATTACHMENTS

1. CBSA and
2. Operation Concept of Operations



Canada Border Services Agency
Agence des services frontaliers du Canada

PROTECTED A

For information

INTERNATIONAL-TO-DOMESTIC BAGGAGE CONNECTIONS PROCESS

For the Minister

PURPOSE

To provide you with an overview of the International-to-Domestic (ITD) Baggage Connections Process (ITD).

ISSUE

Your office has requested a briefing on the ITD process.

BACKGROUND

The ITD process is an alternative means for air carriers and airport authorities to provide connecting travellers' accompanying baggage to the Canada Border Services Agency (CBSA). Currently, the baggage of anyone entering Canada is delivered to the CBSA Hall and needs to be re-checked if travellers are connecting to domestic flights. -Under ITD, baggage may proceed to the connecting domestic flight unless requested by the Agency for inspection; airport authorities are responsible for delivering the baggage when requested.

The process has been operating since 2014 in Toronto and Vancouver and will be offered in Calgary and Montreal in 2016. -Currently, Air Canada and WestJet offer ITD service on flights originating in the United States (over 1,300 flights per week) and select European and Australian cities (72 flights per week). -The process is operating on an interim basis, enabling the Agency to test its viability and identify issues or vulnerabilities.

Airlines and airport authorities have requested the ITD process to reduce minimum connection times and improve airline load factors (i.e. the number of occupied seats on a flight). -This enhances the competitiveness and attractiveness of Canadian airports as connection hubs and allows them to tap into international markets where air travel is growing faster than in North America.

PROTECTED A

ITD alters how the Agency processes travellers. -It increases the complexity of traveller processing and may introduce contraband risks; (e.g., drugs, prohibited agricultural products) to be mitigated through innovative solutions. -These impacts were anticipated in the design of the interim process. Several measures to address efficiency and effectiveness were incorporated into the interim arrangement, including infrastructure investments and staffing by airport authorities. The interim process results indicate several areas for improvement that need to be addressed before ITD can become a permanent and sustainable service offering while maintaining the Agency's capacity to deliver on its public safety mandate.

STATUS

There is great interest in ITD from the air industry. Inquiries have been received regarding expansion of the number of airport authorities offering the service, the number of points of origin eligible for the process, and the number of airlines participating.

The interim ITD process has operated with sufficient volumes to demonstrate that the process can work, but that it requires adjustment in order to be sustainable and ensure that the Agency fully delivers its mandate.

NEXT STEPS

The Agency is developing a proposal for a permanent process that is financially sustainable, maintains capacity to deliver the Agency's mandate, and facilitates the flow of legitimate people and goods into Canada. -Consultations on this proposal are expected to begin this summer.

Please note that I am available to discuss, or have CBSA officials brief your staff, at your convenience.

Linda Lizotte-MacPherson
President

c.c.: Mr. Malcolm Brown, Deputy Minister
Public Safety Canada



Canada Border
Services Agency

Agence des services
frontaliers du Canada

PROTECTED B

For decision

CHINA ENGAGEMENT

For the President

PURPOSE

Seeking endorsement for the Canada Border Services Agency's (CBSA) continued participation in the Canada-China Working Group (WG) on Law Enforcement which is to be co-chaired in Canada by the CBSA and the Royal Canadian Mounted Police (RCMP).

ISSUE

Over the past 15 years, Immigration, Refugees and Citizenship Canada (IRCC), and now the CBSA has sought to establish a positive and open dialogue with the Ministry of Public Security (MPS). The WG has been a key forum for this dialogue. This annual event is attended by representatives from the CBSA, IRCC, the RCMP, and the Peoples Republic of China (PRC) MPS with each country rotating responsibility for the planning and chairing of the event. The 13th annual WG is tentatively scheduled for June 2016, in Calgary, Alberta.

BACKGROUND

An important positive occurrence between Canada and China was the repatriation of economic fugitive Lai Changxing in June 2011. This case had become the primary irritant in Canada-China relations. This case has often been referenced as a clear example of Canada-China cooperation. It should be noted that contacts made through the Canada-China WG on Law Enforcement facilitated the necessary dialogue that resulted in the positive case outcome.

The WG facilitated the placement of a CBSA Temporary Duty (TD) officer based in Beijing, China, in September 2014. This initiative was focused on continuing engagement with key PRC agencies and international partners who had successfully established removal protocols with China. The TD position was converted into a full time, overseas liaison officer (LO) position with the placement of a second LO in Beijing, China, in September 2015.

PROTECTED B

In January 2015, the former President of the CBSA, and the Vice-Minister of MPS, signed a Letter of Intent

STATUS

The Government of Canada (GOC) is currently undergoing an evaluation of its key foreign policy priorities, including its engagement strategy with China. It is expected that senior level direction will be shared in the coming weeks with impacted departments and agencies. The CBSA will work with GOC partners in order to ensure that the Agency's efforts are reflective of broader government objectives. The Canada-China WG on Law Enforcement remains a key forum for the CBSA to engage China in positive dialogue and support collaboration.

The CBSA is working in collaboration with the RCMP to prepare briefing material, a draft agenda, and related administrative requirements in support of the proposed 13th annual WG (attachment 2). These preparations will include a joint RCMP-CBSA request to the Minister for a hospitality budget that is needed as part of this event.

NEXT STEPS

The Enforcement and Intelligence Programs Directorate will continue to advance preparations for the 13th annual WG and further information will be provided to you to send to the Minister for approval.

PROTECTED B

In addition, if supported by Canada's foreign priorities strategy, the CBSA will use the Canada-China WG on Law Enforcement to engage the BEEA in order to secure the in-Canada Identity Interview MOU, which represents a proven strategy to secure removal travel documents from China in a timely and cost effective manner, while allowing for discussions to continue towards finalizing a long-term Readmission Arrangement.

RECOMMENDATION

The CBSA should continue to co-chair the Canada-China WG on Law Enforcement with its RCMP and MPS counterparts, and use this key forum to engage key Chinese interlocutors on issues of concern and common interest.

Martin Bolduc
Vice-President, Programs Branch

Caroline Xavier
Vice-President, Operations Branch

President's Response

I approve ☐ I do not approve ☐

Linda Lizotte-MacPherson
President

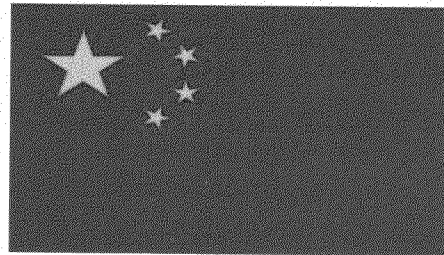
ATTACHMENTS

1. CBSA REMOVAL STATISTICS FOR CHINESE NATIONALS
2. DRAFT Canada China Working Group on Law Enforcement Agenda



Canada China Working Group Meeting

Calgary, Alberta



June 7 -9, 2016



Royal Canadian Mounted Police
Gendarmerie royale du Canada

Canada

CANADA – CHINA WORKING GROUP MEETING CALGARY, CANADA

Members of Delegations

Canadian Delegation

C/Supt. Eric SLINN

RCMP, Director General, Federal International
Special Services

Insp. Rob GILCHRIST

RCMP, Director, INTERPOL

Mr. Ahmed SYED

RCMP Policy Analyst, Strategic Policy International

Insp. Peter TSUI,

RCMP LO Beijing, Program Manager

Ms. Lesley SOPER

Acting Director General, CBSA Enforcement and
Intelligence Programs Directorate

Ms. Susan KRAMER

Director, CBSA Inland Enforcement Operations &
Case Management Division

S/Sgt. Richard MARCOTTE

RCMP, Regional Coordinator, International
Operations & Policing Development

FINTRAC

FINTRAC

It is forbidden to take photographs on RCMP property. Il est interdit de prendre des photos sur la propriété de la GRC.



Royal Canadian Mounted Police
Gendarmerie royale du Canada

Canada

CANADA – CHINA WORKING GROUP MEETING CALGARY, CANADA

**Chinese
Delegation**

Mr. Chuanqi WANG

MPS Chief Police Liaison Officer, Embassy of China to
Canada

Mr. Zengquan LIU

MPS Police Liaison Officer, Embassy of China to
Canada

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Royal Canadian Mounted Police
Gendarmerie royale du Canada

Canada

CANADA – CHINA WORKING GROUP MEETING CALGARY, CANADA

Monday June 6, 2016

Travel day for Canadian Delegation

Time **RCMP / CBSA hosted welcome dinner**

Dress Code: Business attire

Gift Exchange

One gift for MPS DG, One gift for MPS DDG, to be coordinated with CBSA

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CANADA – CHINA WORKING GROUP MEETING CALGARY, CANADA

Tuesday June 7, 2016

- 08:30 – 09:00 Opening Ceremony**
Welcome / Opening Remarks by C/Supt. Eric Slinn, Director General for the RCMP Federal International Special Services
Response to Opening Remarks by Head of Chinese delegation
- 09:05 – 09:30 Group Photo, tea/coffee break**
- TOPIC ONE – Cooperation on Chinese Economic Fugitives**
Update on activities regarding Chinese Economic Fugitives (RCMP, CBSA & MPS-ECID)
 - Deportation / Removal
 - Extradition
 - FCIC / MLAT process
- 09:30 – 10:15 Presenter : Insp. Rob Gilchrist, RCMP**
- 10:15 – 11:00 Presenter : NAME, CBSA**
- 11:00 – 12:00 Presenter : MPS – ECID**
- 12:00 – 13:30 Lunch**
- TOPIC TWO – Money Laundering & Proceeds of Crime**
Update on the activities undertaken by the Canada – China Sub-Working Group on Money Laundering and Proceeds of Crime.
 - MLAT Overview
 - Proceeds of Crime legislation
 - Money Laundering
 - Offence Related Property legislation
 - Major Proceeds of Crime Investigations
 - Civil Forfeiture
 - FINTRAC role in criminal investigation

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CANADA – CHINA WORKING GROUP MEETING CALGARY, CANADA

13:30 – 14:30 Presenter: Sgt. Blair Kelly, FCC – IMET

14:30 – 14:45 **tea/coffee break**

14:45 - 1545 Presenter: FINTRAC

15:45 - 1645 MPS

Time **Dinner hosted by PRC**

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CANADA – CHINA WORKING GROUP MEETING CALGARY, CANADA

Wednesday June 8, 2016

TOPIC THREE – Fentanyl

08:30 – 10:00	Presenter: EDIV SME KDIV SME (or combine with EDIV)
10:00 – 10:15	Tea / Coffee Break
10:15 – 11:30	Presenter: MPS
11:30 – 12:00	Discussion, Closing of meeting
12:00 – 13:30	Lunch

NOTE:

- The police-to-police MOU with China is still ongoing. RCMP has reviewed its content and made all changes needed. MOU now sit with MPS for their review and final approval.

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Canada Border
Services Agency

Agence des services
frontaliers du Canada

PROTECTED B
February 5, 2016

ANNEX: CBSA REMOVAL STATISTICS FOR CHINESE NATIONALS

Key Statistics

- From January 1, 2012 to January 31, 2016, the CBSA has removed a total of 2,317 Chinese nationals. Of these, 165 were for criminality.
- Refugee claims from Chinese nationals have increased. There were 1,497 refugee claims from Chinese nationals in 2015, 1,191 during 2014 and 762 in 2013.
- There are 2,105 Chinese nationals in the working removal inventory.
- There are currently 30 Chinese Nationals detained on Immigration Hold.
- Five Chinese Nationals have currently been detained for 180 days or more.
- These 30 Chinese Nationals have been held for a cumulative total of 2,596 days
- The average cost of Detention for the 2013-14 fiscal year was \$292.41 per night.
- The total current cost of detention for these 30 persons to the Agency is \$759,096.36

Observations and Trends

- Removal of Chinese citizens to China has averaged 462 per year over the past 4 years.

Canada Border
Services AgencyAgence des services
frontaliers du CanadaCANADA BORDER
SERVICES AGENCY
PRESIDENT'S OFFICE

2016 APR 28 15 : 36

AGENCE DES SERVICES
FRONTALIERS
DU CANADA

BUREAU DU PRÉSIDENT CBSA/ASFC-16-01825

RECEIVED AT THE CBSA
REÇU À L'UCSII

11 07

2016 APR 28

ROUTING SLIP/BORDEREAU D'ACHEMINEMENT

ACTION REQUIRED/ MESURE REQUISE			
Name and Telephone Number/ Nom et numéro de téléphone	Initials and date/ Initiales et date	Action	Information
President/ Présidente Linda Lizotte-MacPherson	<i>22</i> APR 29 2016	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Executive Vice-President/ Première vice-présidente Nada Semaan		<input checked="" type="checkbox"/>	<input type="checkbox"/>
Vice-President/ Vice-président Martin Bolduc		<input checked="" type="checkbox"/>	<input type="checkbox"/>
Associate Vice-President/ Vice-président associé Peter Hill	<i>P. Hill 25/4</i>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
A/Director General/ Directrice générale (p.i.) Lesley Soper	<i>L. Soper April 22, 2016</i>		
A/Executive Director / Directeur exécutif (p.i.) Carl Desmarais			
Subject/Objet : Canada Border Services Agency – Funding for 13th Annual Canada/China Working Group on Law Enforcement Action/Mesure : For Approval / Pour approbation BF/AR : April 20, 2016 Seeking approval to jointly fund and host representatives from the Peoples Republic of China Ministry of Public Safety, the Ministry of Public Safety sub-department of the Bureau of Entry/Exit Administration, at the 13 th Annual Canada/China Working Group on Law Enforcement. Consultation: N/A			

CBSA VP/AVP - Programs Branch
RECEIVED/REÇU

25 AVR. 2016 10:52

ASFC VP/VPD - Direction générale des Programmes



Canada Border
Services Agency

Agence des services
frontaliers du Canada

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For action

COMMITMENT TO JOINTLY FUND THE 13th ANNUAL CANADA/CHINA WORKING GROUP ON LAW ENFORCEMENT

For the President

PURPOSE

To seek approval to move forward with preparations for the 13th Annual Canada/China Working Group on Law Enforcement and to provide the Royal Canadian Mounted Police (RCMP) with a letter of understanding confirming that the Canada Border Services Agency (CBSA) will assume a portion of the costs related to the hosting of this event.

ISSUE

The 13th annual Canada/China Working Group on Law Enforcement (WG) is scheduled to be held on June 20-22, in Calgary, Alberta. Currently, the CBSA Enforcement and Intelligence Programs Directorate (EIPD) and the RCMP are holding preliminary discussions to identify the projected costs related to hosting the event, delegation configuration and related logistical requirements.

BACKGROUND

The WG was established by Elinor Caplan, former Minister of Citizenship and Immigration Canada (CIC), and Jia Chun Wang, Minister of Public Security (MPS) for the People's Republic of China (PRC), during meetings held in April 2000, in Beijing. Since then, the WG comprised of the CBSA, Immigration, Refugees, and Citizenship Canada (IRCC), and the RCMP, has met on an annual basis, alternating between Canada and China. Upon the creation of the CBSA in 2003, the mandate for removals and enforcement moved from IRCC to the CBSA. The WG now falls fully within the CBSA sphere of responsibility and as such costs are shared equally with the RCMP.

This WG has been an important venue to communicate with China on issues involving transnational crime, illegal migration and human smuggling. It has also been an opportunity to share best practices, address the increasing trends in human smuggling and trafficking and satisfy China's interest in a dialogue on the removal of economic fugitive cases.

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The 12th annual WG hosted by the PRC MPS was held in Ningbo, China, on June 17-19, 2015. The meeting provided CBSA, IRCC and RCMP representatives an opportunity to meet face-to-face with PRC officials from the regional, national and ministerial levels. Further, the meeting was valuable in ensuring that Canada's interests regarding issues of immigration are not ignored and that progress continues on improving our shared interests and relationship.

STATUS

The 13th annual WG, being hosted by the Government of Canada, is scheduled to be held June 20 to 22, 2016, in Calgary, Alberta. This meeting represents an important continuation of the dialogue, opened through past meetings, to address issues of mutual concern and is key to maintaining and developing further co-operation. As the relationship between China and Canada becomes stronger, the need to exchange information on border enforcement strategies continues to grow in importance.

The CBSA and the RCMP are in the process of identifying the projected costs related to the hosting of this event, recognizing that while each agency is responsible for its own participant costs. The RCMP is seeking a commitment from the CBSA that these costs will be shared equally between the two agencies.

The current business case projects that the total hospitality cost of the event will be approximately \$28,957.00, with the CBSA assuming 50% of this cost at approximately \$14,478.53 (see attachment 1). It is further projected that the related CBSA travel and accommodation costs will be approximately \$15,175.60 (see attachment 1). These represent projected CBSA travel expenses, facilities, and logistical support required to host the WG, and all related hospitality obligations. It is anticipated that the RCMP will have approximately eight representatives, and China will have a delegation of 12-14 representatives.

The RCMP Assistant Commissioner, Federal and International Operations, Todd G. Shean, has advised the CBSA that he will assume responsibility, on behalf of both the RCMP and the CBSA, for seeking support and approval to host and fund the WG from the Minister of Public Safety. The RCMP has advised the CBSA that they view the WG as an important forum for engaging China on issues of significance and they will work with the CBSA to build on the positive dialogue and cooperation that occurred at the 12th Canada/China WG.

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NEXT STEPS

The RCMP is seeking a commitment from the CBSA that the Agency will continue to co-chair the Canada/China WG, and is prepared to share the total costs related to hosting the 13th annual event.

The RCMP has requested that the CBSA endorse the letter of understanding (attachment 2) that confirms the Agency's support for co-chairing the WG and assuming a portion of the projected hosting costs. It also provides concurrence that RCMP Assistant Commissioner Shean may represent both the CBSA and the RCMP in seeking approval by the Minister of Public Safety for this event.

I would be pleased to further discuss this matter with you at your convenience.

M. Bolduc

for
Martin Bolduc, Vice-President
Programs Branch

25/4/16.

President's Response

I approve ☒

I do not approve ☐

L. Lizotte-MacPherson

APR 29 2016

Linda Lizotte-MacPherson

ATTACHMENTS

1. CBSA Projected Costs 13th Annual Canada/China Working Group on Law Enforcement
2. RCMP/CBSA Letter of Understanding

Attachment 1

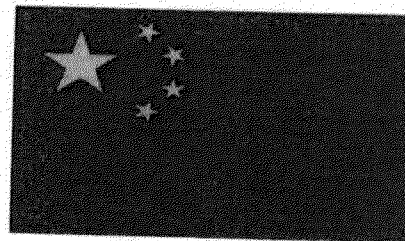
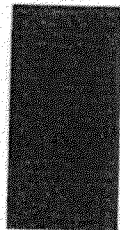
**13th Annual Canada/China Working Group on Law Enforcement
Canada Border Services Agency Projected Costs**

ITEM	Projected Costs
TOTAL EVENT HOSTING COST	\$28,957.06
Shared CBSA 50% Cost	\$14,478.53
Meeting Space Cost – 2 Days @ \$1,000.00 per day	\$2,000.00
Audio/Visual Service Rental 2 Days @ \$750.00 per day	\$1,500.00
Translation Services – 3 Days (2 Translators) @ 750.00 per day	\$6,750.00
Translation Services – Travel Costs, Accommodations, and Meals (2 Translators)	\$5,750.60
1 Gift Chinese Delegate Head	\$200.00
12 Gifts – Chinese Delegation @ \$100.00	\$1,200.00
Miscellaneous Expenses 10% - ** As Per RCMP cost projection policy	\$2,632.46
Hospitality Expenses – Including Transport to off-site facility tour	\$8,924.00
Projected CBSA Delegate Attendance Costs	\$15,175.60
Flight Costs – 4 NHQ Delegates @ \$1,400.00 per ticket	\$5,600.00
Flight Cost – 1 Beijing Based Liaison Officer	\$4,000.00
Meals and Allowances	\$1,326.80
Taxi/Ground Transportation	\$300.00
Accommodations	\$3,948.80
Total Projected CBSA Attendance and Hospitality Costs	\$29,654.13



Canada China Working Group Meeting

Calgary, Alberta



June, 2016



Royal Canadian Mounted Police
Gendarmerie royale du Canada

Canada

CANADA - CHINA WORKING GROUP MEETING CALGARY, CANADA

Members of Delegations

Canadian Delegation	C/Supt. Eric SLINN	RCMP, Director General, Federal International Special Services
	Insp. Rob GILCHRIST	RCMP, Director, INTERPOL
	Mr. Ahmed SYED	RCMP Policy Analyst, Strategic Policy International
	Insp. Peter TSUI	RCMP LO Beijing, Program Manager
	Sgt. Stephen CORNEY	RCMP Proceeds of Crime - Money Laundering Coordinator
	Monique GAUVREAU	National Event Coordinator
	Ms. Lesley SOPER	Acting Director General, CBSA Enforcement and Intelligence Programs Directorate
	Ms. Susan KRAMER	Director, CBSA Inland Enforcement Operations & Case Management Division
	S/Sgt. Richard MARCOTTE	RCMP, Regional Coordinator, International Operations & Policing Development
	FINTRAC (TBD)	Operations-Intelligence Unit

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CANADA – CHINA WORKING GROUP MEETING CALGARY, CANADA

**Chinese
Delegation**

Mr. Chuanqi WANG

**MPS Chief Police Liaison Officer, Embassy of China to
Canada**

Mr. Zengquan LIU

**MPS Police Liaison Officer, Embassy of China to
Canada**

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CANADA – CHINA WORKING GROUP MEETING CALGARY, CANADA

Monday June 6, 2016

Travel day for Canadian Delegation

Time **RCMP / CBSA hosted welcome dinner**

Dress Code: Business attire

Gift Exchange

One gift for MPS DG, One gift for MPS DDG, to be coordinated with CBSA

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CANADA – CHINA WORKING GROUP MEETING CALGARY, CANADA

Tuesday June 7, 2016

08:30 – 09:00

Opening Ceremony

Welcome / Opening Remarks by C/Supt. Eric Slinn, Director General for the RCMP Federal International Special Services
Response to Opening Remarks by Head of Chinese delegation

09:05 – 09:30

Group Photo, tea/coffee break

TOPIC ONE – Cooperation on Chinese Economic Fugitives

Update on activities regarding Chinese Economic Fugitives (RCMP, CBSA & MPS-ECID)

- Deportation / Removal
- Extradition
- FCIC / MLAT process

09:30 – 10:15

Presenter : Insp. Rob Gilchrist, RCMP

10:15 – 11:00

Presenter : NAME, CBSA

11:00 – 12:00

Presenter : MPS – ECID

12:00 – 13:30

Lunch

TOPIC TWO – Money Laundering & Proceeds of Crime

Update on the activities undertaken by the Canada – China Sub-Working Group on Money Laundering and Proceeds of Crime.

- MLAT Overview
- Proceeds of Crime legislation
- Money Laundering
- Offence Related Property legislation
- Major Proceeds of Crime Investigations
- Civil Forfeiture
- FINTRAC role in criminal investigation

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CANADA – CHINA WORKING GROUP MEETING CALGARY, CANADA

13:30 – 14:30 Presenter: Sgt. Stephen Corney, FCC

14:30 – 14:45 tea/coffee break

14:45 - 1545 Presenter: FINTRAC

15:45 - 1645 Presenter: MPS

Time Dinner hosted by PRC

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CANADA – CHINA WORKING GROUP MEETING CALGARY, CANADA

Wednesday June 8, 2016

TOPIC THREE – Fentanyl

08:30 – 10:00	Presenter: EDIV SME KDIV SME (or combine with EDIV) Sgt. Luc Chicoine
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Canada Border
Services Agency Agence des services
frontaliers du Canada

President Présidente

Ottawa, Canada
K1A 0L8

APR 29 2016

Mr. Bob Paulson
Commissioner
Royal Canadian Mounted Police
73 Leikin Drive
Ottawa, Ontario K1A 0R2

Dear Commissioner ^{Bb}Paulson:

I am contacting you in regards to the 13th annual Canada-China Working Group (WG) on Law Enforcement, which is scheduled to take place on June 20 to 22, 2016, in Calgary, Alberta. This forum offers a unique opportunity for the Canada Border Services Agency (CBSA) and the Royal Canada Mounted Police (RCMP) to engage representatives from the People's Republic of China on matters of mutual interest and concern.

My management team has advised me that you have offered to represent our organizations in briefing the Minister of Public Safety and Emergency Preparedness and seeking his endorsement to host and allocate resources for this event. The CBSA appreciates your efforts to bring this meeting to fruition, and I offer to you my assistance should you require it during discussions with the Minister's Office.

It is my understanding that CBSA and RCMP staff have drafted a projected cost analysis for hosting this meeting and that the RCMP is seeking the CBSA's confirmation that it is prepared to share responsibility for funding the WG. The costs that our organizations will jointly undertake will include venue, audio and visual contracting, health break refreshments, two Public Services and Procurement Canada-certified interpreters, and the hosting of a formal dinner. Pending the Minister's approval to proceed with this event, the CBSA will assume an equal share of expenditures.

Thank you again for your efforts in this matter. I am confident that the 13th annual Canada-China Working Group on Law Enforcement will greatly assist our efforts to enhance our working relationship with China.

Yours sincerely,

Linda Lizotte-MacPherson

Canada



Canada Border
Services Agency Agence des services
frontaliers du Canada

PROTECTED A

For action

PROPOSED AMENDMENT TO SURVEILLANCE POLICY

For the President

PURPOSE

To seek your approval to amend the Canada Border Services Agency (CBSA) Surveillance Policy to allow regional Enforcement and Intelligence (E&I) Assistant Directors, as well as Directors, to approve Surveillance Operational Plans and Final Reports.

ISSUE

Amending the approval level to include E&I Assistant Directors would facilitate operations, while still providing sufficient oversight of the regional surveillance activities.

BACKGROUND

In carrying out its mandated activities, the CBSA undertakes covert surveillance as a valuable means of obtaining information. The CBSA's authority to conduct these activities arises from its duty to administer and enforce program legislation as described in subsection 31(2) of the *Interpretation Act*.

The current Surveillance Policy was issued on January 15, 2014 following a lengthy process of internal consultation and senior management review to ensure that risks are appropriately managed.

The policy incorporates a stronger governance framework for covert surveillance with clear accountabilities for oversight and performance management, at both a regional and national level. The governance framework requires approval by the regional Enforcement and Intelligence Director of all Surveillance Operational Plans in straightforward operations. Final Reports produced after the conclusion of operations are also reviewed and signed by the

PROTECTED A

Director, before they are submitted to the National Surveillance Coordinator at HQ for consolidation and analysis.

The position of FB-08 Assistant Director, Enforcement and Intelligence Operations was introduced and implemented across all regions in 2014-2015. Reporting directly to the respective regional Director, the Assistant Director provides leadership on the delivery of regional enforcement and intelligence operations, including direction on major investigation, enforcement actions, and intelligence projects and files. The Assistant Director role did not yet exist and thus is not included in the Surveillance Policy.

STATUS

Since the implementation of the policy in January 2014, Regions have expressed concern that director-level approval of Surveillance Operational Plans is not practical.

Directors are often not available due to absences for meetings, both internal and with partners. As well, in some regions, directors are not located in the same building or even in the same city as the CBSA office proposing to do the surveillance. Currently, in many instances, Assistant Directors are briefed on the Surveillance Operational Plans ahead of time, and present them to Directors for approval.

Regions have asked that the policy be amended to add the Assistant Director position, and give authority to Assistant Directors to approve Surveillance Operations Plans and Final Reports pertaining to individual operations. Programs and Operations Branches are satisfied that this change will improve operational efficiency and outcomes, maintain the strong regional management oversight required in the surveillance policy, and better reflect the current governance structure of the Regions.

NEXT STEPS

Programs Branch will take immediate steps to amend the policy to add the regional Assistant Director role, and authority to approve Surveillance Operational Plans and Final Reports. Programs Branch will also make required amendments to Standard Operating Procedures and Forms and Operations Branch will ensure that these are communicated to the Regions within two months of the policy change.

PROTECTED A

RECOMMENDATION

We recommend that you approve giving regional Enforcement and Intelligence Assistant Directors authority to approve Surveillance Operational Plans and Final Reports.

Martin Bolduc, Vice-President
Programs Branch

Caroline Xavier, Vice-President
Operations Branch

President's response

I approve ☐

I do not approve ☐

Linda Lizotte-MacPherson

ATTACHMENT

1. CBSA Surveillance Policy

ENFORCEMENT MANUAL

Part 3

SELECTION

Chapter 6

SURVEILLANCE

POLICY STATEMENT

1. The Canada Border Services Agency (CBSA) recognizes surveillance as a valuable investigative technique to obtain information for the purpose of furthering its enforcement mandate.

EFFECTIVE DATE

2. This policy came into effect on January 15, 2014, and replaces all previously issued policies related to CBSA surveillance activities.

PURPOSE AND SCOPE

3. This policy applies to all CBSA employees, including CBSA officers involved in Joint Forces Operations (JFOs) or other special projects where surveillance is required.
4. This policy provides CBSA officers and managers with guidelines for the initiation and conduct of surveillance operations.
5. For the purposes of this policy, surveillance is the **covert** observation of persons, vehicles, places or other objects to obtain information about individuals or organizations, where there are reasonable grounds to suspect they are in contravention of legislation administered by the CBSA.
6. Surveillance includes the following activities:
 - observing a house, place of business, or other location to identify associates of the target;
 - observing conveyances being used by the target/associates;
 - site visits where officers use deception by pretending to be a fictitious person and make fictitious enquiries to obtain information for the CBSA investigation or probe;
 - following/observing the target and/or associates to gather information on patterns of behaviour or movement; to obtain evidence of suspected illicit activities; to confirm suspicions of contraband smuggling or other illicit activities or to locate contraband;
 - following a target vehicle in order to install a court-authorized tracking device;

- following/watching a target and/or associates to gather information that will assist in developing reasonable and probable grounds for an arrest or search warrant or to confirm breach of terms and conditions;
 - following/watching a target and/or associates to obtain detailed information about premises as preparation for the execution of a search or arrest; and
 - following/watching a target and/or associates to confirm information supplied by a source or tip.
7. Surveillance does not include covert observation primarily directed at some immediate objective other than information gathering. Activities not considered to be surveillance for the purposes of this policy include:
- operations consisting solely of a short-duration "drive-by" of a house, place of business or other location to identify or confirm vehicle license plates, addresses, layout of property or buildings;
 - operations consisting solely of short-duration site visits ("knock and talk") at a house, place of business, or other location, that do not involve deception, to enquire about a target/associates;
 - an unexpected encounter with a target that triggers immediate watching of short duration;
 - court-ordered National Security monitoring; and
 - non-covert operations/activities.
8. Surveillance-related operational procedures must be consistent with this policy and reviewed regularly to ensure continuing efficiency and compliance.

DEFINITIONS

9. **Note: The following definitions apply to this policy:**

Administration – administration of surveillance operational activity, regionally or nationally, including monitoring and reporting on the performance, cost and adherence to policy of CBSA surveillance operations.

CBSA certified officer – an officer who has successfully completed CBSA Surveillance Training.

Counter-surveillance – measures taken to detect surveillance by the target and/or associates. Counter-surveillance prevention measures are actions that are taken by a surveilling officer to prevent, avoid or deflect detection of a surveillance operation by the target or other persons, with the goals of preserving the covert nature of the surveillance operation and protecting the health and safety of the officer.

Joint Forces Operation (JFO) – a JFO is an ongoing or regularly occurring activity with law enforcement partners, either international or domestic, designed to reach well defined objectives that support the CBSA's enforcement mandate.

National Surveillance Coordinator (NSC) – the NSC is a senior advisor who coordinates CBSA surveillance activities on a national basis.

Operational Plan – a written description and signed document setting out a proposed surveillance activity, which assists the assessment of the objectives, challenges, risks, privacy implications, required resources, costs, and duration of the surveillance operation. See form BSF666 Operational Plan - Surveillance.

Program legislation – the *Canada Border Services Agency Act* and any other Act of Parliament or any instrument made under it, or any part of such an Act or instrument,

- (a) that the Governor in Council or Parliament authorizes the Minister, the Agency, the President or an employee of the Agency to administer and enforce, including the Customs Act, the Customs Tariff, the Excise Act, the Excise Act, 2001, the Immigration and Refugee Protection Act and the Special Import Measures Act;
- (b) that the Governor in Council or Parliament authorizes the Minister, the Agency, the President or an employee of the Agency to enforce, including the Agriculture and Agri-Food Administrative Monetary Penalties Act, the Canada Agricultural Products Act, the Feeds Act, the Fertilizers Act, the Fish Inspection Act, the Health of Animals Act, the Meat Inspection Act, the Plant Protection Act and the Seeds Act;
- (c) under which the Minister or another minister authorizes the Agency, the President or an employee of the Agency to administer a program or carry out an activity; or
- (d) under which duties or taxes collected and paid pursuant to the Customs Act are imposed.

Protective and defensive equipment – the meaning of protective equipment and defensive equipment is the same as that described in the Arming Directives – CBSA Directive on Agency Firearms and Defensive Equipment definitions section.

Reasonable expectation of privacy – the objectively reasonable expectation or belief by an individual that their activity in the particular circumstances of a given situation is private and will not be the subject of government intrusion or information gathering, including surveillance. The test is whether a reasonable and informed person would expect privacy in the entire context of the situation.

Reasonable Expectation of Privacy Assessment (REPA) – the assessment of whether the proposed surveillance involves an intrusion on the reasonable expectation of privacy of the individuals surveilled. The assessment must be prepared before the surveillance operation, and officers must re-evaluate the accuracy of the assessment during the operation.

Responsible Director – the regional Director responsible for enforcement and intelligence functions.

Surveillance Coordinator – the regional Enforcement and Intelligence officer in charge of the file and responsible for the planning and execution of the surveillance operation and the Final Report on the operation.

Surveillance method –

- a) Foot surveillance - moving surveillance carried out on foot;
- b) Mobile surveillance - moving surveillance carried out with the use of motor vehicles; or
- c) Static Surveillance - surveillance carried out from a fixed observation point, whether by officers or by the use of video recording.

Surveillance operation – an enforcement activity involving the covert observation and monitoring of a target's movements and activities. It can be based on the use of static, foot or mobile techniques.

AUTHORITIES

10. Authority for the CBSA to conduct surveillance arises from the duty of CBSA officers to administer and enforce program legislation. This authority supports the use of surveillance as an investigative technique in criminal investigations, in inland enforcement investigations, and as an intelligence tool to enable enforcement of CBSA program legislation.
11. In order to legally conduct surveillance, the CBSA must have reasonable grounds to suspect the target of involvement in a contravention of CBSA program legislation, i.e. an individualized suspicion rather than a generalized suspicion that contraventions are occurring in a particular place or in association with a particular activity.

POLICY GUIDELINES

General

12. The nature of surveillance work requires specialized training and equipment to ensure operational effectiveness and that appropriate standards of health and safety are upheld.
- 13.
- 14.
15. Surveillance must be conducted in accordance with the authority and mandate of the CBSA, and in a way that does not infringe the *Code of Conduct* of the CBSA, the *Canadian Charter of Rights and Freedoms*, provincial traffic regulations, and other applicable legislation and policy.
16. Only CBSA Intelligence Officers, Investigators and Inland Enforcement Officers certified in surveillance and occupying positions where participation in surveillance operations is required may participate in surveillance operations.
17. The initiation and conduct of surveillance operations, arranging for surveillance training, and ensuring appropriate reporting is the responsibility of Responsible Directors.
18. Officers, including those assigned to JFOs, may participate only in surveillance operations that are unambiguously within the CBSA's enforcement mandate.
19. Surveillance activities shall be physically conducted only within Canada.

Approval Level for Operational Plans

20. The standard level of approval for surveillance Operational Plans is at the Responsible Director level except in the circumstances described in paragraphs 22 and 23, and cannot be delegated.
21. Where a JFO will be conducting surveillance and a CBSA officer(s) will be participating in the operation, the Operational Plan for the surveillance must be reviewed and approved by the Responsible Director, except as described in paragraphs 22 and 23.

22.

23.

Reasonable Expectation of Privacy

24. The authority of CBSA to conduct surveillance is limited by the *Canadian Charter of Rights and Freedoms* privacy rights of the individual(s) under surveillance, which ultimately determine whether the surveillance becomes an illegal warrantless search.

25.

26.

27. If a search warrant is obtained, normal surveillance (watching) incidental to the search can be conducted before entry and during the search for safety or security purposes without the warrant specifically authorizing surveillance. This watching would not include video or audio recording or the use of cameras.

28. Officers must comply with the procedural directions

Electronic Surveillance (camera/video/audio/GPD)

29. Officers shall not use Global Positioning Devices (GPD) affixed to the target's vehicle or audio surveillance technology during surveillance operations unless a warrant allowing the use of such devices/technology during the proposed surveillance operation has been obtained.

30.

31.

32. Officers must keep in mind that any video record can become evidence and therefore there must be a solid basis for needing to collect a video record of the activities of a target and/or associates.

Training and Certification

33. For the purposes of undertaking a surveillance operation, the Surveillance Coordinator will engage only officers who are properly certified in surveillance and have completed the driving course noted in paragraph 42.
34. Surveillance training will be provided to all Intelligence Officers, Investigators, Inland Enforcement Officers and their Responsible Managers whose job duties require participation in surveillance operations.
35. The maintenance of skills and re-certification of officers participating in surveillance is the responsibility of the Responsible Director, and will be monitored at the regional and national levels to ensure adherence to the policy standard.
36. The maintenance of skills and re-certification of Trainers and Certifiers in surveillance training and certification is the responsibility of the Vice

President, Human Resources Branch.

37. The design and development of all surveillance training products is the responsibility of the Human Resources Branch.
38. The approval of all training products is the responsibility of Programs Branch.
39. The designation of Trainers and Certifiers for surveillance courses is the responsibility of the Human Resources Branch.
40. Surveillance training programs must be regularly reviewed and be consistent with this policy, guidelines and procedures.
41. Surveillance training and certification can only be extended to other CBSA program areas with the approval of the Vice-President, Programs Branch and with the concurrence of the Vice-President, Operations.
42. All officers engaged in surveillance activities must have successfully completed a collision avoidance course as a pre-requisite to surveillance training. The Responsible Director is responsible for ensuring this is done.
43. All officers engaged in surveillance activities must have successfully completed the CBSA's Control and Defensive Tactics Training and will wear their issued equipment in accordance with the CBSA *Policy on the Wearing of Protective and Defensive Equipment*.

Protective and Defensive Equipment

44. Officers engaged in surveillance must comply with section 7.0.1 of the *Arming Directives - CBSA Standard Operating Procedures (SOP) on Agency Firearms and Defensive Equipment* and section 7.0.8 of the *Arming Directives - CBSA Standard Operating Procedures (SOP) on Agency Firearms and Defensive Equipment*.
45. In accordance with section 7.0.8 of the *Arming Directives - CBSA Standard Operating Procedures (SOP) on Agency Firearms and Defensive Equipment*, where an enforcement action is unlikely and the risk of harm posed by the surveillance operation to officers and to any member of the public is assessed as low, or the wearing of defensive equipment increases the risk to officer safety, the Regional Director may allow officers to remove their protective and/or defensive equipment during the proposed surveillance operation or part thereof. This decision must be documented in writing in the Operational Plan and/or the Final Report.

46. Officers who are not wearing their protective and defensive equipment shall not engage in any enforcement action, such as an arrest.

Information Management

47. Information collected from a surveillance operation may be shared with law enforcement partners whenever allowed by law. The sharing of customs information is governed by section 107 of the *Customs Act*. The sharing of personal information collected under the *Immigration and Refugee Protection Act* is governed by the *Privacy Act*. The partner must be advised of the requirement for confidentiality.
48. Photographs and video recordings of individuals, either electronic or in hard copy, are personal information and must be handled and stored at a minimum as Protected B information.
49. All information collected from a surveillance operation must be managed, transmitted, stored and handled in accordance with Treasury Board Guidelines and CBSA information management policies, as well as in compliance with the *Security of Information Act* (R.S. 1985, c. O-5).

Exceptional Circumstances

50. Exceptional unforeseen circumstances that require an immediate response may warrant a deviation from the policy requirement for written approval of a written Operational Plan, provided that, prior to any surveillance activity, the Responsible Director is verbally briefed and provides verbal approval. In such cases, the Operational Plan and approval of same must be done as soon as possible after the verbal briefing and approval. This deviation from the policy is prohibited in cases involving surveillance that is likely to cause embarrassment or controversy for the CBSA or the Government of Canada, including those in or on the perimeter of religious institutions, post-secondary educational institutions, women's shelters, or hospitals.

ROLES AND RESPONSIBILITIES

Programs Branch

Responsible Programs Branch Director General or delegate

51. Responsibilities:

As functional program authority for the CBSA's surveillance activity,

- a) providing functional direction on the application of the policy;

- b) interpreting applicable policy, legislation and jurisprudence;
- c) Setting priorities and performance targets;
- d) Conducting analysis and identifying gaps and program improvements;
- e) Reallocating resources as necessary to respond to changing priorities, risks, performance, service levels, expected workload and opportunities;
- f) Consulting stakeholders;
- g) Monitoring and maintaining the *Surveillance Policy* and any appendices to ensure that they meet the needs of the CBSA and comply with relevant legislation and jurisprudence; and
- h) Setting standards for the minimum training required to conduct surveillance on behalf of the CBSA.

Operations Branch

Operations Branch Vice President

52. Responsibilities:

Operations Branch Vice President or delegate,

53. Responsibilities:

- a) Administering the national operations relating to CBSA surveillance activity;
- b) Implementing the policy and monitoring compliance with it and any associated procedures, directives and guidelines; and,
- c) Measuring and reporting to Programs Branch the national performance of the CBSA's surveillance activity on a regular basis.

Responsible Headquarters Operations Branch Director General, or delegate

54. Responsibilities:

- a) Ensuring that compliance monitoring occurs on a regular basis to ensure consistent national program delivery;
- b) Recommending to the Responsible Director General, Programs Branch, amendments or updates to the Surveillance Policy and any appendices;
- c) Reporting to the Responsible Director General, Programs Branch, any operational occurrences, issues or information which may have a significant impact on the integrity of the CBSA's surveillance activity.

National Surveillance Coordinator (NSC), Enforcement and Intelligence Operations Directorate, Operations Branch, National Headquarters:

55. Responsibilities:

- a) Coordinating surveillance training with regions and Training and Development Directorate, Human Resources Branch;
- b) Reviewing approved regional surveillance Operational Plans, and Final Reports following the operation, for the purpose of issue identification and resolution and data reporting;
- c) Acting as a national point of contact for surveillance-related policy, procedural or training-related issues needing resolution;
- d) Reporting on the costs of surveillance operations and compliance with policy and procedures; and
- e) Measuring and reporting to senior management the national performance of the CBSA's surveillance activity on a regular basis.

Operations Branch (Regions)

Regional Directors General

56. Responsibilities:

- a) Authorizing the use of surveillance of the perimeter of a:

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b)

- c) Applying the *Surveillance Policy*, procedures and directives in their region;
- d) Forwarding any policy concerns or unresolved disputes to the Responsible Headquarters Director General, Operations Branch, for resolution.

Enforcement and Intelligence Directors

57. Responsibilities:

- a) Approving surveillance Operational Plans except in those cases where the Regional Director General or Vice President, Operations must approve;
- b) Approving or refusing surveillance activities in exceptional circumstance cases as defined by this policy;
- c) Ensuring that officers, including those assigned to Joint Forces Operations, participate only in surveillance operations that are unambiguously within the CBSA's enforcement mandate;
- d) Ensuring all officers receive the required training and are re-certified when required;
- e) Authorizing the disclosure of information obtained via surveillance to partner agencies;
- f) Terminating or cancelling a surveillance operation;
- g) Providing the National Surveillance Coordinator at Headquarters with copies of approved Operational Plans and Final Reports and regular performance reporting on surveillance;
- h) Ensuring that Headquarters (Human Resources / Operations / Programs Branches) is provided with subject matter expertise for the purpose of policy/procedural development or for training development/delivery, when needed; and
- i) Taking appropriate corrective action in the event of any breach of this policy.

Responsible Managers

58. Responsibilities:

- a) Reviewing Operational Plans for completeness and compliance with policy and procedures and, if warranted, forwarding them to the Responsible

Director for approval;

- b) In exceptional circumstances, ensuring that appropriate approval is obtained for surveillance activity and that the Operational Plan is submitted for written approval as soon as possible;
- c) Ensuring appropriate contacts are made to advise of the operation or to seek assistance where the surveillance operation is likely to enter another Region or involve another Region;
- d) Informing other Enforcement and Intelligence Managers in their region of surveillance operations relating to files held by the other party.

Surveillance Coordinators

59. Responsibilities:

- a) Preparing the surveillance Operational Plan;
- b) Ensuring that the necessary risk assessments are done and fully documented in the surveillance Operational Plan;
- c) Referring the completed Operational Plans to the Responsible Manager for review and forwarding to the Responsible Director for approval;
- d) Coordinating the activities of the surveillance team;
- e) Conducting surveillance briefing and de-briefing sessions;
- f) Preparing a daily surveillance report;
- g) Completing the Final Report on the surveillance operation; and,
- h) Coordinating information exchange with other agencies and submitting these exchanges to the Responsible Manager for approval.

Intelligence Officers, Investigators, and Inland Enforcement Officers

60. Responsibilities:

- a) Executing surveillance according to the policy and procedures and in accordance with the Operational Plan;
- b) Keeping a time and activity log of all movements and relevant observations in their notebooks; and,
- c) Using and maintaining equipment for surveillance purposes; and

- d) Advising the Responsible Manager as soon as possible in cases of exceptional circumstances so that appropriate approvals may be obtained.

Human Resources Branch

61. Responsibilities:

- a) Designating Trainers and Certifiers for surveillance training courses; and
- b) Re-certifying Trainers and Certifiers in surveillance training and certification.

PROCEDURES

Surveillance

- 62. CBSA Intelligence Officers, Criminal Investigators, Inland Enforcement Officers, responsible Managers and their responsible Directors are responsible for conducting surveillance operations according to the CBSA *Surveillance Policy* as well as the Procedures set out herein.
- 63. Responsible Directors must ensure that CBSA officers involved in Joint Forces Operations (JFO) are aware that they must adhere to the CBSA *Surveillance Policy* and these Procedures when engaged in surveillance activities within the JFO. When establishing CBSA participation in JFOs, the JFO partners shall be made aware of the CBSA *Surveillance Policy* and Procedures.
- 64. A surveillance operation is always conducted by a team of certified officers under the coordination of an officer who has been assigned the role of Surveillance Coordinator (SC) for the operation.
- 65. If warranted, the responsible Director or Manager may divide the SC role into a File Coordinator role responsible for all paperwork, risk assessments, and briefings as well as gathering and collating the notes and preparing reports, and a Road Boss role responsible for the operation's set up, coordination of the team's on-ground movement, and making tactical decisions during the operation. Where the SC role is split, the two officers must cooperate fully and keep each other fully informed of all plans, developments, problems, and results relating to the operation.
- 66. Provincial and municipal traffic regulations must be observed at all times.
- 67. CBSA certified officers engaged in surveillance operations are subject to provincial / territorial traffic laws that may involve civil or criminal liability.
- 68.

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69. As traffic regulations vary by province / territory, the responsible Directors must ensure that officers conducting surveillance are fully aware of the laws in their jurisdictions as well as any exemptions permitted under provincial or territorial legislation.

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Planning

74. Planning and preparation is key to a successful surveillance operation. This involves gathering as much information as possible about the target, including his or her associates, and the location in which the surveillance will take place.

75. A pre-operation survey of the location/area proposed for the surveillance is recommended as is familiarization with the geography of the area (street names and locations, building names and locations, traffic conditions).

76. Responsible Managers of Intelligence, Criminal Investigations, and Inland Enforcement will ensure that efforts are made to identify and inform each other of surveillance operations related to files held by the other party, where appropriate. Each may call upon the others for assistance in surveillance operations.

77. Surveillance operations require approval by the responsible Director or in certain cases as specified in the Policy, by the Regional Director General or the Vice President, Operations, and will only be approved and conducted upon completion of a CBSA surveillance Operational Plan.

78. The SC will prepare an Operational Plan, reporting the details of the proposed surveillance activity.

79. In addition to any other information required by the Operational Plan form, all Operational Plans must include the following information:
- a. A clear objective of the surveillance operation;
 - b. The CBSA enforcement and intelligence priority supported by the operation;
 - c. Background for the operation;
 - d. The expected outcomes of the operation, i.e. what information the region hopes to obtain;
 - e. Target details, including risk assessment, vehicles and businesses;
 - f. Results of the reasonable expectation of privacy assessment;
 - g. Officer risk/threat assessment, including a recommendation on whether officer should be permitted to remove their protective and defensive equipment during the operation; and
 - h. A breakdown of proposed budget for the operation
80. Agency policy and practices on *Criminal Code* warrants must be followed should a warrant be sought.
81. Where a warrant is necessary to commence or continue surveillance, the SC will comply with the *Criminal Code* procedures for the issuance of s.487.01 general warrants.
82. A general warrant under s.487.01 cannot be issued unless there are reasonable grounds to believe that an offence under an Act of Parliament has or will be committed and that information concerning the offence will be obtained through the use of the warrant. This means that warrants cannot be sought for purely regulatory or administrative investigations or intelligence gathering where there is no focus on an actual offence for which charges are contemplated. There must reasonable grounds to believe that a specific offence or offences are involved.
- 83.
84. The responsible Director has the authority to define the minimum number of officers required in a surveillance operation on a case-by-case basis, taking into consideration the risk assessment of the operation and achievable operational objectives.
- 85.

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86.

87. Prior to undertaking a surveillance operation, the SC will conduct a briefing with all participating officers. The briefing will include a review of the Operational Plan, target sheets, equipment and communication methods to be used, daily objective, shift scheduling, and where practicable and feasible, contingency and withdrawal plans.
88. Withdrawal plans should include the establishment of a pre-arranged location for a de-briefing. Contingency plans should cover possible detection scenarios, motor vehicle breakdowns, and accidents, where practicable and feasible.
89. All background checks of targets and known associates, including review of existing photos of vehicles and targets and known plate numbers must be completed prior to the briefing.
90. Prior to undertaking a surveillance operation, the SC will conduct a Reasonable Expectation of Privacy Assessment (REPA) in accordance with the guidelines set out in Appendix A and document it the Operational Plan.

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91.

Execution

92. In cases where a surveillance operation is likely to enter or involve another region, responsible Managers or the SC will ensure that appropriate contacts are made to advise and if required, seek assistance from local CBSA Enforcement and Intelligence resources in the other region
93. For mobile surveillance, the driver is responsible for vehicle booking, ensuring the vehicle is in good operational condition, and ensuring that vehicle documentation (insurance, registrations, credit cards) is valid and available. At the end of the surveillance shift, the driver is responsible for re-fuelling the vehicle and reporting any vehicle malfunctions.

94. On the day of the surveillance operation, the surveillance team is deployed under the direction of the SC. The SC will direct a team set-up and coordinate on-ground movement.

95.

96. All surveillance activities must be recorded. Officers on surveillance must record a time and activity log of all movements and relevant observations made during the surveillance operation in their notebooks when safe to do so or as soon as possible after the observation, in compliance with CBSA's policy on notebooks.

Termination and Reporting

97. At the end of the surveillance shift, team members will submit photocopies or scans of their surveillance notes to the SC. These notes will be collated and entered into the surveillance target's file. Officers will also submit photos and videotape taken during the surveillance operation to the SC.

98. The SC will ensure that the responsible Manager and Director are kept updated on the operation as it progresses. The SC will ensure that any significant issues, problems or concerns are brought to the attention of the responsible Manager immediately so that an informed decision can be made on whether the operation will continue or cease.

99. New information obtained from the surveillance operation must be further developed prior to engaging in additional surveillance activity. This would include indices checks on vehicles, addresses, and persons identified during the surveillance operation.

100. The SC will also coordinate information exchange with other agencies when necessary, ensuring compliance with all relevant laws and policies relating to the sharing of information. Information sharing with other agencies during or subsequent to the operation is to be documented in the final report.

101. Upon the completion of the surveillance operation, a debrief will be held with all team members.

102. Following the debrief, the SC will complete a Final Report, to include the following information:

- a) whether each objective of the operation was met and if so, how;
- b) results of the operation including the following:

- i. Relevant evidence of offence or contravention obtained;
- ii. Charges were laid;
- iii. A search warrant was issued;
- iv. An arrest warrant was issued;
- v. An arrest was effected;
- vi. Immigration enforcement action was initiated (provide details);
- vii. Contraband or currency was seized;
- viii. Documents were seized;
- ix. Lookout(s) created;
- x. Informant coded;
- xi. Controlled delivery operation initiated;
- xii. Production order was submitted and was successful;
- xiii. Referral of information to partners;
- xiv. Other (provide details)

- c) the actual hours involved in the operation;
- d) the actual number of officers involved;
- e) the actual costs incurred for each type of expense listed in the Operational Plan (this can be inserted into the operational plan form where indicated and initialed);
- f) any other pertinent information.

103. The Final Report will be signed by the responsible Director and appended to the Operational Plan. It will be included in the surveillance file.
104. The surveillance operation must be documented in the automated file management system or appropriate record file.
105. After completion of the operation, the surveillance Operational Plan (BSF 666) and appended Final Report signed by the responsible Director is to be transmitted to the National Surveillance Coordinator (NSC) at headquarters by encrypted email if Protected B, or sent by secure courier (double envelope) with appropriate security markings if classification is above Protected B.
106. If necessary, personal or other identifying information can be redacted from the Operational Plan and/or the Final Report to protect the operation's integrity, so that it can be sent to the NSC. The NSC requires sufficiently detailed information to be able to evaluate compliance with the policy and procedures as well as value for investment and performance.

Counter Surveillance

107. Counter surveillance is considered an inherent risk in any surveillance operation. As such, precautions must be taken to avoid possible detection of the surveillance activity.
108. When an officer suspects that counter surveillance is being conducted on the CBSA surveillance operation by the target and/or associates, the SC or if the SC role is split, the Road Boss, must be notified immediately.
109. The SC will direct further activity based on contingency plans previously established.
110. Where the existence of a surveillance operation has been detected or an officer suspects that his/her activity may have been compromised, the SC must be informed immediately. The SC will determine whether one of the previously established contingency plans will come into effect or if termination of the surveillance operation is necessary. The SC will consult with the responsible Manager to assess the impact of discovery on the surveillance operation.
111. When it has been determined the surveillance operation will be terminated, the SC will notify all team members and instruct them as to procedure.
112. The SC will arrange a debriefing with the team, the responsible Manager and the responsible Director in order to re-evaluate the surveillance operation and to identify the cause of the detection.

Information / Evidence

113. All surveillance operations which capture any personal information will be classified as Protected B at minimum. As a result, surveillance Operational Plans, reports, binders, images, photographs, video recordings, including target sheets or books, and Final Reports must be preserved and securely stored in accordance with CBSA requirements for Protected B information. If the information is classified above Protected B, information storage must comply with the relevant CBSA information storage requirements for Protected C or above.

REFERENCES

114. *Canada Border Services Agency Act*
Customs Act and Regulations
Customs Act, s.107
Customs Tariff
Excise Act

Excise Act, 2001
Export and Import Permits Act and Regulation
Immigration and Refugee Protection Act and Regulations
Agriculture and Agri-Food Administrative Monetary Penalties Act
Canada Agricultural Products Act
Feeds Act
Fertilizers Act
Fish Inspections Act
Health of Animals Act
Meat Inspection Act
Plant Protection Act
Seeds Act
Special Import Measures Act
Interpretation Act
Privacy Act
Criminal Code of Canada
*Wild Animal and Plant Protection and Regulation of International and
Interprovincial Trade Act (WAPPRIITA)*

ENQUIRIES

115. Enquiries related to the Surveillance Policy and Procedures can be addressed to the Director, Program Management Division, Enforcement and Intelligence Programs Directorate, National Headquarters.

Part 3

SEARCHES AND ENFORCEMENT ACTIONS – PERSONS

Chapter 6

SURVEILLANCE

Appendix A

REASONABLE EXPECTATION OF PRIVACY ASSESSMENT

GENERAL

1. Section 8 of the *Canadian Charter of Rights and Freedoms* grants individuals the right of freedom from unreasonable search and seizure. The courts have interpreted this right as offering protection from unjustified state intrusion into individual privacy. Individual privacy may relate to their person, places, or information.
2. State surveillance of individuals without a judicial warrant can amount to an unjustified search if it intrudes on an individual's reasonable expectation of privacy.
3. In order to legally conduct surveillance, the CBSA must have reasonable grounds to suspect the target of involvement in a contravention of CBSA program legislation, i.e. an individualized suspicion rather than just a general suspicion that contraventions are occurring.
4. The SC must conduct a Reasonable Privacy Expectation Assessment (REPA) in relation to the target prior to the operation and must document it in the Operational Plan.
- 5.
6. Privacy expectations should be interpreted broadly.

Appleby, Suzan

From: Hattlmann, Kevin on behalf of Hill, PeterD(CBSA)
Sent: January 4, 2013 03:54 PM
To: LeFrank, Andrew; Chiquette, Benoît; Reza, Arianne; Comerford, Richard; Vragovic, Goran; Delgaty, Lauren; MacVicar, Roslyn; Fuller, Dean; Signori, Anne-Marie; Leonard, Mark; Markell, Lance; Badour, Dan; Skappak, Mike; Gray, Yvette-Monique
Cc: Hill, PeterD(CBSA); Leckey, Geoff; Bonin, Stephane; Lawless, Lynn; Harker, Janine; Appleby, Suzan; Valentine-Gupta, Marianne; Soper, Lesley L; Sorensen, Anders; Harvey, Chantal
Subject: (s) FW: National Directive on Surveillance / Directive nationale sur la surveillance
Attachments: 2013-01-03_Surveillance_Directive_doc.doc
Follow Up Flag: Follow up
Flag Status: Flagged
Categories: Purple Category, Green Category, Blue Category, Orange Category, Important, Red Category

Sent on behalf of Mr. Peter Hill and Mr. Geoff Leckey:

Dear colleagues,

Please find attached for implementation on January 15, 2012, a directive on surveillance which provides the following:

- a) Clarification of what activities constitute surveillance
- b) Proper completion of surveillance Operational Plans
- c) Level of authorization of Surveillance Operations
- d) Use of Surveillance Activity Type
- e) Interim guidance on electronic surveillance.

The directive is to be read in conjunction with the current surveillance policy and procedures.

We acknowledge and thank you for the comments received from you during the development of this Directive, including for example, the need to ensure that officers continue to receive surveillance training, that training should include privacy expectation assessments, and the need to revise form BSF 666. The upcoming revised policy and procedures as well as revised training packages will take into account your concerns. We will be following up with you further on these issues to complete the additional work required.

Please ensure that the Directive is distributed to all Criminal Investigations, Intelligence and Inland Enforcement staff and managers.

Chers collègues,

Vous trouverez ci-joint une directive sur la surveillance à mettre en œuvre le 15 janvier 2012. Cette directive porte sur les points suivants:

- f) Clarification quant aux activités dites de surveillance
- g) Réalisation adéquate des plans opérationnels relatifs à la surveillance
- h) Niveau d'autorisation des opérations de surveillance

- i) Utilisation du type d'activité de surveillance
- j) Lignes directrices provisoires sur la surveillance électronique.

La directive doit être utilisée de concert avec la politique et les procédures actuelles de surveillance.

Nous vous remercions des commentaires que vous avez formulés durant l'élaboration de cette directive, dont, entre autres, la nécessité de veiller à ce que les agents continuent de recevoir de la formation en surveillance, votre opinion selon laquelle la formation devrait comprendre des évaluations sur les attentes quant au respect de la vie privée et la nécessité de réviser le formulaire BSF 666. La politique et les procédures révisées, ainsi que les trousse de formation révisées prendront en considération vos préoccupations. Nous communiquerons avec vous à cet égard en vue d'achever les travaux nécessaires.

Veuillez vous assurer que la directive sera distribuée à tout le personnel et aux gestionnaires des Enquêtes criminelles, de l'Exécution de la loi dans les bureaux intérieurs et du Renseignement.

Canada Border
Services AgencyAgence des services
frontaliers du Canada

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National Directive Surveillance	Directive nationale sur la surveillance
Purpose	Objet
<p>The purpose of this National Directive is to provide additional program and operational guidance, including a clarification of what activities are considered to be surveillance, to Criminal Investigators, Intelligence Officers and Inland Enforcement Officers and managers who are involved in surveillance operations.</p>	<p>La présente directive nationale a pour but de communiquer des directives opérationnelles et relatives au programme additionnelles, notamment des éclaircissements sur les activités considérées comme étant de la surveillance, aux enquêteurs de la Division des enquêtes criminelles, aux agents du renseignement et aux agents d'exécution de la loi dans les bureaux intérieurs ainsi qu'aux gestionnaires participant à des opérations de surveillance.</p>
<p>This Directive does not replace the Surveillance Policy and Procedures, in the CBSA Enforcement Manual (Part 3, Chapter 6), but is to be read in conjunction with those documents as well as, for immigration enforcement investigation activities, with ENF 7 <i>Investigations and Arrests</i>.</p>	<p>La présente directive ne remplace pas la politique et les procédures relatives à la surveillance dans le Manuel de l'exécution de l'ASFC (partie 3, chapitre 6), mais doit être utilisée de concert avec ces documents et, dans le cas des enquêtes sur l'exécution en matière d'immigration, de concert avec le chapitre ENF 7 <i>Investigations et arrestations</i>.</p>
Background	Renseignements généraux
<p>In summer 2012, a review of the Canada Border Services Agency's (CBSA) surveillance activities identified program risks, which this National Directive addresses to strengthen national consistency:</p> <ul style="list-style-type: none"> a) Clarification of what activities constitute surveillance; b) Completion of surveillance operational plans; c) Level of authorization required for Surveillance Operations pending further direction; d) Use of Surveillance Activity Type by Intelligence, Criminal Investigations and Inland Enforcement; and e) Electronic surveillance parameters. 	<p>Un examen, au cours de l'été 2012, des activités de surveillance de l'Agence des services frontaliers du Canada (ASFC) a permis de déterminer les risques pour le programme, que la présente directive nationale vise à traiter afin d'assurer une cohérence nationale :</p> <ul style="list-style-type: none"> a) des éclaircissements sur les activités qui constituent de la surveillance; b) une exécution des plans opérationnels de surveillance; c) le niveau d'autorisation requis pour les opérations de surveillance en attendant d'autres directives; d) l'utilisation du type d'activité de surveillance par le Renseignement, les Enquêtes criminelles et l'Exécution de la loi dans les bureaux intérieurs; e) les paramètres de surveillance électronique.
<p>With respect to electronic surveillance, the Regions have expressed interest in its use, an issue on which interim guidance, pending the</p>	<p>En ce qui a trait à la surveillance électronique, les régions ont manifesté un intérêt envers son utilisation, une question pour laquelle des directives</p>

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issuance of a revised surveillance policy, is needed.	provisaires sont requises en attendant l'établissement d'une politique de surveillance révisée.
Surveillance Activities	Activités de surveillance
Regional managers are responsible for ensuring that officers, including those assigned to Joint Forces Operations, participate only in surveillance operations that are directly within the CBSA's border management mandate and Enforcement and Intelligence Priorities.	Il incombe aux gestionnaires régionaux de veiller à ce que les agents, y compris ceux affectés à des opérations policières conjuguées, participent seulement à des opérations de surveillance dans le cadre du mandat de l'ASFC en matière de gestion de la frontière et qui cadre avec des priorités en matière d'exécution de la loi et du renseignement.
Surveillance Definition	Définition de la surveillance
The surveillance policy defines surveillance as "...the <u>covert</u> monitoring or observation of persons, vehicles, places or other objects to obtain information about individuals or organizations, where there are reasonable grounds to suspect they are in contravention of legislation administered by the CBSA."	Dans la politique de surveillance, la surveillance est définie comme il suit: «...l'observation ou le contrôle <u>secret</u> [surveillance à couvert] des personnes, des véhicules, des lieux ou d'autres objets afin d'obtenir de l'information sur des personnes ou des organismes, lorsqu'il y a des motifs raisonnables de soupçonner qu'ils enfreignent la législation appliquée par l'ASFC. »
This includes the following activities:	Il s'agit des activités suivantes, entre autres:
a)	a)
b)	b)
c)	c)
d)	d)
e)	e)

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<p>Covert monitoring or observation which is not primarily directed at the obtaining of information is not considered to be surveillance. Covert operations where the proximate purpose is to achieve a more immediate objective than information gathering are not surveillance.</p>	<p>La surveillance à couvert ou l'observation qui ne vise pas principalement à obtenir de l'information n'est pas considérée comme étant de la surveillance. Les opérations à couvert dont le but premier est d'atteindre un objectif davantage immédiat que la collecte de renseignements ne constitue pas de la surveillance.</p>
<p>Operations or activities not considered to be surveillance include:</p> <ul style="list-style-type: none"> a) b) c) court-ordered or sanctioned National Security monitoring; d) non-covert operations / activities. 	<p>Les opérations ou activités qui ne sont pas considérées comme étant de la surveillance comprennent:</p> <ul style="list-style-type: none"> a) b) c) la surveillance ordonnée ou approuvée par un tribunal pour des motifs de sécurité nationale; d) les opérations ou les activités non couverts.
<p>Completion of Surveillance Operational Plans</p>	<p>Exigences relatives à l'établissement approprié des plans opérationnels de surveillance</p>
<p>Surveillance Operational Plans (Form BSF666) must be fully completed for each surveillance operation to provide the authorizing manager with sufficient information to assess:</p> <ul style="list-style-type: none"> a) whether a surveillance operation is required or if a less labour intensive and potentially less intrusive technique could be employed; b) whether the operation will be within the CBSA's mandate and aligned with at least one of the Integrated Enforcement and Intelligence priorities; and, c) potential risks involved to the officers, the target and the public at large. 	<p>Il faut remplir au complet un formulaire de plan opérationnel de surveillance (BSF666) pour chaque opération de surveillance afin de transmettre, au gestionnaire responsable de l'approbation, des renseignements suffisants afin d'évaluer :</p> <ul style="list-style-type: none"> a) si une opération de surveillance est requise ou si une technique moins exigeante en main-d'œuvre ou plus discrète pourrait être employée; b) si l'opération respecte le mandat de l'ASFC et cadre avec au moins une des priorités intégrées en matière d'exécution de la loi et de renseignement; c) les risques éventuels pour les agents, la cible et le grand public.
<p>The Objectives section in all Operational Plans must explicitly set out:</p> <ul style="list-style-type: none"> a) the specific objective(s) of the proposed surveillance operation; b) the specific information being sought by way of the proposed surveillance; c) the legislation to which the surveillance operation is linked - generally this should be either the <i>Customs Act</i> or the <i>Immigration</i> 	<p>Dans la section sur les objectifs du plan opérationnel, il faut explicitement établir ce qui suit:</p> <ul style="list-style-type: none"> a) l'objectif ou les objectifs précis de l'opération de surveillance proposée; b) l'information précise recherchée au moyen de la surveillance proposée; c) la législation à laquelle l'opération de surveillance est liée; en règle générale, il s'agit

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and Refugee Protection Act; and d) the priority(ies) the investigation/intelligence gathering exercise will support.	de la Loi sur les douanes ou de la Loi sur l'immigration et la protection des réfugiés; d) la ou les priorités de l'enquête/de la collecte du renseignement.
The Budget section must set out the forecasted expenses and after the completion of the operation; the actual costs must be inserted in the appropriate column.	Dans la section sur le budget, il faut établir les dépenses prévues et, après l'opération, il faut indiquer les coûts réels dans la colonne appropriée.
Additional detailed information concerning an operational plan can be attached to the BSF 666 to supplement the information therein.	D'autres plans opérationnels plus approfondis peuvent être joints au formulaire BSF666 comme renseignement supplémentaire.
A copy of the final surveillance report, which is to include an assessment of whether the objective of the Operational Plan was met, is to be attached to the Operational Plan.	Une copie du rapport définitif de surveillance, qui doit comprendre une évaluation de la réalisation de l'objectif du plan opérationnel, doit être jointe à celui-ci.
Level of Authorization for Approval of Surveillance Operational Plans	Nouveau niveau d'autorisation requis pour l'approbation des plans opérationnels de surveillance
Effective January 15, 2013, all Surveillance Operational Plans must be approved by the responsible regional Enforcement and Intelligence Manager or the officer acting for them. Further analysis is underway to link the levels of approval by either a Regional Director and/or a Regional Manager with the associated risk and extent of the proposed operation. An update to this National Directive will be forthcoming in 2013.	À compter du 15 janvier 2013, tous les plans opérationnels de surveillance doivent être approuvés par le gestionnaire régional responsable de l'Exécution de la loi et du renseignement ou par l'agent agissant en son nom. Le travail se poursuit pour lier les niveaux d'approbation qui seront requis au risque associé de l'opération proposée soit au niveau du directeur régional ou du gestionnaire régional. Une mise à jour sur cette directive suivra en 2013.
Activity Type to be used for Surveillance Activity	Type d'activité à utiliser pour la surveillance
In order to ensure that the cost of all CBSA surveillance activity is tracked, effective January 15, 2013, Inland Enforcement and Criminal Investigations must track their surveillance activities against Activity Type 415 (Surveillance).	Afin d'assurer le suivi du coût de toutes les activités de surveillance de l'ASFC, à compter du 15 janvier 2013, l'Exécution de la loi et les Enquêtes criminelles doivent suivre leurs activités de surveillance au moyen du type d'activité 415 (surveillance – renseignement).
Interim Guidance on the Use of Electronic Surveillance	Directives provisoires sur l'utilisation de la surveillance électronique
Generally, the CBSA can conduct surveillance	En règle générale, l'ASFC peut assurer une surveillance

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Still photographs: Still photographs of the target and the target's activities may be taken via any type of camera during an official physical Surveillance Operation. For example, still photographs may be taken of physical premises, or of the target where a target meets associates who are not yet known to the individual officer, but who might be identifiable if images are shown to other officers, officers of other agencies, or Confidential Human Sources.

Photographies : Des photographies de la cible et des activités de celle-ci peuvent être prises au moyen de tout type d'appareil-photo pendant une opération de surveillance officielle. Par exemple, des photographies peuvent être prises des lieux ou de la cible lorsque celle-ci rencontre des associés qui ne sont pas encore connus de l'agent en particulier, mais qui pourraient être identifiés si les images étaient montrées à d'autres agents, à des agents d'autres organismes ou à des sources humaines confidentielles.

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<p>Officers must also keep in mind that any video record can become evidence and therefore there must be a solid basis for needing to collect a video record of the activities of a target and/or associates.</p>	<p>Les agents doivent également garder à l'esprit que tout enregistrement vidéo peut constituer une preuve. Par conséquent, un fondement précis est nécessaire pour recueillir un enregistrement vidéo des activités de la cible ou des associés.</p>
<p>Photographs and video recordings of individuals, either electronic or in hard copy, are personal information and must be handled and stored at a minimum as Protected B information.</p>	<p>Les photographies et enregistrements vidéo de personnes, obtenus sur support électronique ou sur disque dur, sont des renseignements personnels et doivent être manipulés et entreposés à tout le moins comme des renseignements de classification Protégé B.</p>
<p>Please ensure that this National Directive is circulated to all CBSA Enforcement and Intelligence staff and that any questions on this matter are directed to Lynn Lawless, Director, Enforcement and Intelligence Program Management, Programs Branch, NHQ.</p>	<p>Veuillez voir à ce que cette directive nationale soit transmise à tout le personnel de l'exécution de la loi et du renseignement de l'ASFC et à ce que toute question à cet égard soit adressée à Lynn Lawless, directrice de la Division de la gestion des programmes d'exécution de la loi et du renseignement, Direction générale des programmes, AC.</p>

Peter Hill
 Director General / Directeur général
 Enforcement and Intelligence Programs Directorate
 Direction des programmes de l'exécution de la loi et du renseignement
 Programs Branch / Direction générale des programmes

Geoff Leckey
 Director General / Directeur général
 Enforcement and Intelligence Operations Directorate
 Direction des opérations relatives à l'exécution de la loi et au renseignement
 Operations Branch / Direction générale des opérations

Appleby, Suzan

From: Hattlmann, Kevin on behalf of Hill, PeterD(CBSA)
Sent: April 15, 2013 10:10 AM
To: LeFrank, Andrew; Chiquette, Benoît; Reza, Arianne; Comerford, Richard; Vragovic, Goran; Delgaty, Lauren; MacVicar, Roslyn; Fuller, Dean; Beauséjour, Annie; Markell, Lance; Badour, Dan; Maybee, Doreen; Skappak, Mike; Gray, Yvette-Monique
Cc: Hill, PeterD(CBSA); Leckey, Geoff; Soper, Lesley L; Harker, Janine; Hattlmann, Kevin; Herringer, Rick; Burnside, Graham; Lawless, Lynn; Appleby, Suzan
Subject: (s) FW: Update to Surveillance National Directive / Le point concernant la Directive nationale sur la surveillance
Attachments: 2013-04-11_Update_to_National_Surveillance_Directive_bilingual_doc

Dear colleagues,

Please find attached for implementation on April 15, 2012, a Directive updating the January 4, 2013 National Directive on Surveillance. The purpose of this update is to modify the required level of authority for approving surveillance Operational Plans. This Directive replaces any previous direction on the level of authority necessary for approval of surveillance Operational Plans, including that provided in the January, 2013, National Directive on Surveillance.

Effective April 15, 2013, the standard level of authority for approval of surveillance Operational Plans is the regional Enforcement and Intelligence Director, except in certain circumstances, as outlined in the updated Directive. We acknowledge the multiple concerns regarding level of approval that have been expressed during the course of the policy consultations; however this decision has been made to ensure the desired level of oversight and accountability for surveillance operations.

Please ensure that the Directive is distributed to all Criminal Investigations, Intelligence and Inland Enforcement staff and managers.

Peter Hill
Director General
Enforcement and Intelligence Programs Directorate
Canada Border Services Agency (CBSA)

Chers collègues,

Veillez trouver ci-joint, pour la mise en œuvre le 15 avril 2012, une Directive qui actualise la Directive nationale sur la surveillance datant du 4 janvier 2013. Cette mise à jour vise à modifier le niveau décisionnel requis pour l'approbation des plans opérationnels de surveillance. Cette Directive remplace toute directive antérieure sur le niveau décisionnel nécessaire pour l'approbation des plans opérationnels de surveillance, incluant la Directive nationale sur la surveillance de janvier 2013.

À compter du 15 avril 2013, le niveau décisionnel établi pour l'approbation des plans opérationnels de surveillance est le directeur régional de l'Exécution de la loi et du Renseignement, sauf dans certaines circonstances, tel qu'il est défini dans la Directive actualisée. Nous reconnaissons que beaucoup de questions ont été soulevées durant les consultations

relatives à la politique concernant le niveau d'approbation. Toutefois, cette décision a été prise pour assurer le niveau souhaité de supervision et de responsabilité relativement aux opérations de surveillance.

Veuillez distribuer la Directive à tous employés et gestionnaires des Enquêtes criminelles, du Renseignement et de l'Exécution de la loi dans les bureaux intérieurs.

Peter Hill
Directeur Général
Direction de programmes d'exécution de la loi et du renseignement
L'agence des services frontaliers du Canada (ASFC)

Canada Border
Services AgencyAgence des services
frontaliers du Canada

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Update to National Directive Surveillance	Mise à jour de la directive nationale sur la surveillance
Purpose	Objet
The purpose of this update to the National Directive on Surveillance, issued on January 4, 2013, is to modify the direction on the level of authority required for approving surveillance Operational Plans.	La présente mise à jour de la Directive nationale sur la surveillance publiée le 4 janvier 2013 a pour but de modifier la directive sur le niveau décisionnel requis pour l'approbation des plans opérationnels de surveillance.
This Directive replaces any previous direction on the level of authority necessary for approval of surveillance Operational Plans, including that provided in the National Directive on Surveillance, issued January 4, 2013.	Cette directive remplace toute directive antérieure concernant le niveau décisionnel nécessaire pour l'approbation des plans opérationnels de surveillance, y compris le niveau indiqué dans la Directive nationale sur la surveillance publiée le 4 janvier 2013.
Background	Renseignements généraux
In summer 2012, a review of the Canada Border Services Agency's (CBSA) surveillance activities identified the levels allowed to authorize Surveillance Operations as a program risk.	À l'été 2012, un examen des activités de surveillance de l'Agence des services frontaliers du Canada (ASFC) a déterminé les niveaux requis pour autoriser les opérations de surveillance comme étant un risque lié aux programmes.
On January 4, 2013, the National Directive on Surveillance was issued, which contained the direction that Operational Plans are to be approved by the responsible regional Enforcement and Intelligence Manager or the officer acting for them.	La Directive nationale sur la surveillance a été publiée le 4 janvier 2013. Elle contenait la directive selon laquelle les plans opérationnels doivent être approuvés par le gestionnaire régional responsable de l'Exécution de la loi et du Renseignement ou l'agent qui le remplace.
New: Level of Authority for Approval of Surveillance Operational Plans	Nouveau : Niveau décisionnel pour l'approbation des plans opérationnels de surveillance
Effective April 15, 2013, the standard level of authority for approval of surveillance Operational Plans is the regional Enforcement and Intelligence Director, except where the following circumstances apply.	À compter du 15 avril 2013, le niveau décisionnel établi pour l'approbation des plans opérationnels de surveillance sera le directeur régional de l'Exécution de la loi et du Renseignement, sauf dans les circonstances ci-dessous.
To ensure a balance between necessary oversight/accountability and operational efficiency, approval of Operational Plans may be	Pour assurer un équilibre entre la supervision/responsabilité nécessaire et l'efficacité opérationnelle, l'approbation des plans

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delegated to the Assistant Director or Manager/Chief levels when all the following conditions apply:	opérationnels peut être déléguée au niveau du directeur adjoint ou du gestionnaire/chef lorsque toutes les conditions suivantes s'appliquent:
a) The operation is clearly within the CBSA mandate and established priorities;	a) L'opération s'inscrit clairement dans le cadre du mandat et des priorités établies de l'ASFC;
b) Officers will be equipped with defensive/protective equipment during the full course of the operation;	b) Les agents auront un équipement de défense/protection durant toute l'opération;
c) There is no proposed use of covert video recording;	c) L'utilisation secrète de l'enregistrement vidéo n'est pas proposée;
d) The duration of the surveillance will be less than eight continuous hours;	d) La durée de la surveillance sera moins de huit heures consécutives;
e) There are no costs associated with the rental of specialized equipment	e) La location d'équipement spécialisé est gratuite;
f) The operation will only involve overtime and travel totalling less than \$500;	f) L'opération engendra seulement des heures supplémentaires et des voyages totalisant moins de 500 \$;
g) The operation will not involve surveillance in areas of public sensitivity such as hospitals, educational institutions, religious institutions, women's shelters;	g) L'opération ne se fera pas dans les secteurs publics sensibles, tels que les hôpitaux, les établissements d'enseignement, les institutions religieuses, les maisons d'hébergement pour femmes;
h) The operation will be conducted entirely in Canada;	h) L'opération sera menée uniquement au Canada;
i) There is no indication of heightened risk or sensitivity, including a target who is : <ul style="list-style-type: none"> i. A member or associate of an acknowledged Organized Crime groups such as Outlaw Motorcycle gangs (e.g. Hells Angels) or a traditional Organized Crime group (e.g. mafia); ii. A senior public official; iii. A law enforcement agency officer; iv. Known to use counter-surveillance tactics; or v. Known to be violent. 	i) Lorsqu'il n'y a pas de risque ou de sensibilité accru(e), incluant une cible qui est : <ul style="list-style-type: none"> i. Un membre ou un associé d'un groupe reconnu du crime organisé tel que les bandes de motards hors-la-loi (p. ex., les Hells Angels) ou d'un groupe du crime organisé traditionnel (p. ex. la mafia); ii. Un haut fonctionnaire; iii. Un agent d'un organisme d'exécution de la loi; iv. Connue pour avoir recours à des tactiques de contre-surveillance; ou v. Connue pour être violente.
Please ensure that this National Directive is circulated to all CBSA Enforcement and Intelligence staff and that any questions on this matter are directed to Lynn Lawless, Director, Enforcement and Intelligence Program Management, Programs Branch, NHQ.	Veuillez voir à ce que cette directive nationale soit transmise à tout le personnel de l'Exécution de la loi et du Renseignement de l'ASFC et à ce que toute question à cet égard soit adressée à Lynn Lawless, directrice de la Division de la gestion des programmes d'exécution de la loi et du

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	renseignement, Direction générale des programmes, AC.
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Peter Hill
Director General / Directeur général
Enforcement and Intelligence Programs Directorate
Direction des programmes d'exécution de la loi et du renseignement
Programs Branch / Direction générale des programmes

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ENFORCEMENT MANUAL

Part 3

SELECTION

Chapter 6

SURVEILLANCE

POLICY STATEMENT

1. The Canada Border Services Agency (CBSA) recognizes surveillance as a valuable investigative technique to obtain information for the purpose of furthering its enforcement mandate.

EFFECTIVE DATE

2. This policy came into effect on January 15, 2014, and replaces all previously issued policies related to CBSA surveillance activities.

PURPOSE AND SCOPE

3. This policy applies to all CBSA employees, including CBSA officers involved in Joint Forces Operations (JFOs) or other special projects where surveillance is required.
4. This policy provides CBSA officers and managers with guidelines for the initiation and conduct of surveillance operations.
5. For the purposes of this policy, surveillance is the covert observation of persons, vehicles, places or other objects to obtain information about individuals or organizations, where there are reasonable grounds to suspect they are in contravention of legislation administered by the CBSA.
6. Surveillance includes the following activities:

7. Surveillance does not include covert observation primarily directed at some immediate objective other than information gathering. Activities not considered to be surveillance for the purposes of this policy include:
- an unexpected encounter with a target
 - court-ordered National Security monitoring; and
 - non-covert operations/activities.
8. Surveillance-related operational procedures must be consistent with this policy and reviewed regularly to ensure continuing efficiency and compliance.

DEFINITIONS

9. **Note:** The following definitions apply to this policy:

Administration – administration of surveillance operational activity, regionally or nationally, including monitoring and reporting on the performance, cost and adherence to policy of CBSA surveillance operations.

CBSA certified officer – an officer who has successfully completed CBSA Surveillance Training.

Counter-surveillance – measures taken to detect surveillance by the target and/or associates. Counter-surveillance prevention measures are actions that are taken by a surveilling officer to prevent, avoid or deflect detection of a surveillance operation by the target or other persons, with the goals of preserving the covert nature of the surveillance operation and protecting the health and safety of the officer.

Joint Forces Operation (JFO) – a JFO is an ongoing or regularly occurring activity with law enforcement partners, either international or domestic, designed to reach well defined objectives that support the CBSA's enforcement mandate.

National Surveillance Coordinator (NSC) – the NSC is a senior advisor who coordinates CBSA surveillance activities on a national basis.

Operational Plan – a written description and signed document setting out a proposed surveillance activity, which assists the assessment of the objectives, challenges, risks, privacy implications, required resources, costs, and duration of the surveillance operation. See form BSF666 Operational Plan - Surveillance.

Program legislation – the *Canada Border Services Agency Act* and any other Act of Parliament or any instrument made under it, or any part of such an Act or instrument,

- (a) that the Governor in Council or Parliament authorizes the Minister, the Agency, the President or an employee of the Agency to administer and enforce, including the Customs Act, the Customs Tariff, the Excise Act, the Excise Act, 2001, the Immigration and Refugee Protection Act and the Special Import Measures Act;
- (b) that the Governor in Council or Parliament authorizes the Minister, the Agency, the President or an employee of the Agency to enforce, including the Agriculture and Agri-Food Administrative Monetary Penalties Act, the Canada Agricultural Products Act, the Feeds Act, the Fertilizers Act, the Fish Inspection Act, the Health of Animals Act, the Meat Inspection Act, the Plant Protection Act and the Seeds Act;
- (c) under which the Minister or another minister authorizes the Agency, the President or an employee of the Agency to administer a program or carry out an activity; or
- (d) under which duties or taxes collected and paid pursuant to the Customs Act are imposed.

Protective and defensive equipment – the meaning of protective equipment and defensive equipment is the same as that described in the Arming Directives – CBSA Directive on Agency Firearms and Defensive Equipment definitions section.

Reasonable expectation of privacy – the objectively reasonable expectation or belief by an individual that their activity in the particular circumstances of a given situation is private and will not be the subject of government intrusion or information gathering, including surveillance. The test is whether a reasonable and informed person would expect privacy in the entire context of the situation.

Reasonable Expectation of Privacy Assessment (REPA) – the assessment of whether the proposed surveillance involves an intrusion on the reasonable expectation of privacy of the individuals surveilled. The assessment must be prepared before the surveillance operation, and officers must re-evaluate the accuracy of the assessment during the operation.

Responsible Director – the regional Director responsible for enforcement and intelligence functions.

Surveillance Coordinator – the regional Enforcement and Intelligence officer in charge of the file and responsible for the planning and execution of the surveillance operation and the Final Report on the operation.

Surveillance method –

Surveillance operation – an enforcement activity involving the covert observation and monitoring of a target's movements and activities.

AUTHORITIES

10. Authority for the CBSA to conduct surveillance arises from the duty of CBSA officers to administer and enforce program legislation. This authority supports the use of surveillance as an investigative technique in criminal investigations, in inland enforcement investigations, and as an intelligence tool to enable enforcement of CBSA program legislation.
11. In order to legally conduct surveillance, the CBSA must have reasonable grounds to suspect the target of involvement in a contravention of CBSA program legislation, i.e. an individualized suspicion rather than a generalized suspicion that contraventions are occurring in a particular place or in association with a particular activity.

POLICY GUIDELINES

General

12. The nature of surveillance work requires specialized training and equipment to ensure operational effectiveness and that appropriate standards of health and safety are upheld.
- 13.
- 14.
15. Surveillance must be conducted in accordance with the authority and mandate of the CBSA, and in a way that does not infringe the *Code of Conduct* of the CBSA, the *Canadian Charter of Rights and Freedoms*, provincial traffic regulations, and other applicable legislation and policy.
16. Only CBSA Intelligence Officers, Investigators and Inland Enforcement Officers certified in surveillance and occupying positions where participation in surveillance operations is required may participate in surveillance operations.
17. The initiation and conduct of surveillance operations, arranging for surveillance training, and ensuring appropriate reporting is the responsibility of Responsible Directors.
18. Officers, including those assigned to JFOs, may participate only in surveillance operations that are unambiguously within the CBSA's enforcement mandate.
19. Surveillance activities shall be physically conducted only within Canada.

Approval Level for Operational Plans

20. The standard level of approval for surveillance Operational Plans is at the Responsible Director level except in the circumstances described in paragraphs 22 and 23, and cannot be delegated.
21. Where a JFO will be conducting surveillance and a CBSA officer(s) will be participating in the operation, the Operational Plan for the surveillance must be reviewed and approved by the Responsible Director, except as described in paragraphs 22 and 23.

22.

23.

Reasonable Expectation of Privacy

24. The authority of CBSA to conduct surveillance is limited by the *Canadian Charter of Rights and Freedoms* privacy rights of the individual(s) under surveillance, which ultimately determine whether the surveillance becomes an illegal warrantless search.

25.

26.

27. If a search warrant is obtained, normal surveillance (watching) incidental to the search can be conducted before entry and during the search for safety or security purposes without the warrant specifically authorizing surveillance. This watching would not include video or audio recording or the use of cameras.

28. Officers must comply with the procedural directions concerning the conduct of privacy expectation assessments and they shall be documented in the Operational Plan.

Electronic Surveillance (camera/video/audio/GPD)

29.

30.

31.

32.

Training and Certification

33. For the purposes of undertaking a surveillance operation, the Surveillance Coordinator will engage only officers who are properly certified in surveillance and have completed the driving course noted in paragraph 42.
34. Surveillance training will be provided to all Intelligence Officers, Investigators, Inland Enforcement Officers and their Responsible Managers whose job duties require participation in surveillance operations.
35. The maintenance of skills and re-certification of officers participating in surveillance is the responsibility of the Responsible Director, and will be monitored at the regional and national levels to ensure adherence to the policy standard.
36. The maintenance of skills and re-certification of Trainers and Certifiers in surveillance training and certification is the responsibility of the Vice

President, Human Resources Branch.

37. The design and development of all surveillance training products is the responsibility of the Human Resources Branch.
38. The approval of all training products is the responsibility of Programs Branch.
39. The designation of Trainers and Certifiers for surveillance courses is the responsibility of the Human Resources Branch.
40. Surveillance training programs must be regularly reviewed and be consistent with this policy, guidelines and procedures.
41. Surveillance training and certification can only be extended to other CBSA program areas with the approval of the Vice-President, Programs Branch and with the concurrence of the Vice-President, Operations.
42. All officers engaged in surveillance activities must have successfully completed a collision avoidance course as a pre-requisite to surveillance training. The Responsible Director is responsible for ensuring this is done.
43. All officers engaged in surveillance activities must have successfully completed the CBSA's Control and Defensive Tactics Training and will wear their issued equipment in accordance with the CBSA *Policy on the Wearing of Protective and Defensive Equipment*.

Protective and Defensive Equipment

44. Officers engaged in surveillance must comply with section 7.0.1 of the *Arming Directives - CBSA Standard Operating Procedures (SOP) on Agency Firearms and Defensive Equipment* and section 7.0.8 of the *Arming Directives - CBSA Standard Operating Procedures (SOP) on Agency Firearms and Defensive Equipment*.
45. In accordance with section 7.0.8 of the *Arming Directives - CBSA Standard Operating Procedures (SOP) on Agency Firearms and Defensive Equipment*, where an enforcement action is unlikely and the risk of harm posed by the surveillance operation to officers and to any member of the public is assessed as low, or the wearing of defensive equipment increases the risk to officer safety, the Regional Director may allow officers to remove their protective and/or defensive equipment during the proposed surveillance operation or part thereof. This decision must be documented in writing in the Operational Plan and/or the Final Report.

46. Officers who are not wearing their protective and defensive equipment shall not engage in any enforcement action, such as an arrest.

Information Management

47. Information collected from a surveillance operation may be shared with law enforcement partners whenever allowed by law. The sharing of customs information is governed by section 107 of the *Customs Act*. The sharing of personal information collected under the *Immigration and Refugee Protection Act* is governed by the *Privacy Act*. The partner must be advised of the requirement for confidentiality.
48. Photographs and video recordings of individuals, either electronic or in hard copy, are personal information and must be handled and stored at a minimum as Protected B information.
49. All information collected from a surveillance operation must be managed, transmitted, stored and handled in accordance with Treasury Board Guidelines and CBSA information management policies, as well as in compliance with the *Security of Information Act* (R.S. 1985, c. O-5).

Exceptional Circumstances

50. Exceptional unforeseen circumstances that require an immediate response may warrant a deviation from the policy requirement for written approval of a written Operational Plan, provided that, prior to any surveillance activity, the Responsible Director is verbally briefed and provides verbal approval. In such cases, the Operational Plan and approval of same must be done as soon as possible after the verbal briefing and approval.

ROLES AND RESPONSIBILITIES

Programs Branch

Responsible Programs Branch Director General or delegate

51. Responsibilities:

As functional program authority for the CBSA's surveillance activity,

- a) providing functional direction on the application of the policy;

- b) interpreting applicable policy, legislation and jurisprudence;
- c) Setting priorities and performance targets;
- d) Conducting analysis and identifying gaps and program improvements;
- e) Reallocating resources as necessary to respond to changing priorities, risks, performance, service levels, expected workload and opportunities;
- f) Consulting stakeholders;
- g) Monitoring and maintaining the *Surveillance Policy* and any appendices to ensure that they meet the needs of the CBSA and comply with relevant legislation and jurisprudence; and
- h) Setting standards for the minimum training required to conduct surveillance on behalf of the CBSA.

Operations Branch

Operations Branch Vice President

52. Responsibilities:

- a)

Operations Branch Vice President or delegate,

53. Responsibilities:

- a) Administering the national operations relating to CBSA surveillance activity;
- b) Implementing the policy and monitoring compliance with it and any associated procedures, directives and guidelines; and,
- c) Measuring and reporting to Programs Branch the national performance of the CBSA's surveillance activity on a regular basis.

Responsible Headquarters Operations Branch Director General, or delegate

54. Responsibilities:

- a) Ensuring that compliance monitoring occurs on a regular basis to ensure consistent national program delivery;
- b) Recommending to the Responsible Director General, Programs Branch, amendments or updates to the Surveillance Policy and any appendices;
- c) Reporting to the Responsible Director General, Programs Branch, any operational occurrences, issues or information which may have a significant impact on the integrity of the CBSA's surveillance activity.

National Surveillance Coordinator (NSC), Enforcement and Intelligence Operations Directorate, Operations Branch, National Headquarters:

55. Responsibilities:

- a) Coordinating surveillance training with regions and Training and Development Directorate, Human Resources Branch;
- b) Reviewing approved regional surveillance Operational Plans, and Final Reports following the operation, for the purpose of issue identification and resolution and data reporting;
- c) Acting as a national point of contact for surveillance-related policy, procedural or training-related issues needing resolution;
- d) Reporting on the costs of surveillance operations and compliance with policy and procedures; and
- e) Measuring and reporting to senior management the national performance of the CBSA's surveillance activity on a regular basis.

Operations Branch (Regions)

Regional Directors General

56. Responsibilities:

- a) Authorizing the use of surveillance

informing the Vice President, Operations, when authorization is granted

- b) Recommending to the Vice President, Operations, where appropriate, approval of Operational Plans
- c) Applying the *Surveillance Policy*, procedures and directives in their region;
- d) Forwarding any policy concerns or unresolved disputes to the Responsible Headquarters Director General, Operations Branch, for resolution.

Enforcement and Intelligence Directors

57. Responsibilities:

- a) Approving surveillance Operational Plans except in those cases where the Regional Director General or Vice President, Operations must approve;
- b) Approving or refusing surveillance activities in exceptional circumstance cases as defined by this policy;
- c) Ensuring that officers, including those assigned to Joint Forces Operations, participate only in surveillance operations that are unambiguously within the CBSA's enforcement mandate;
- d) Ensuring all officers receive the required training and are re-certified when required;
- e) Authorizing the disclosure of information obtained via surveillance to partner agencies;
- f) Terminating or cancelling a surveillance operation;
- g) Providing the National Surveillance Coordinator at Headquarters with copies of approved Operational Plans and Final Reports and regular performance reporting on surveillance;
- h) Ensuring that Headquarters (Human Resources / Operations / Programs Branches) is provided with subject matter expertise for the purpose of policy/procedural development or for training development/delivery, when needed; and
- i) Taking appropriate corrective action in the event of any breach of this policy.

Responsible Managers

58. Responsibilities:

- a) Reviewing Operational Plans for completeness and compliance with policy and procedures and, if warranted, forwarding them to the Responsible

Director for approval;

- b) In exceptional circumstances, ensuring that appropriate approval is obtained for surveillance activity and that the Operational Plan is submitted for written approval as soon as possible;
- c) Ensuring appropriate contacts are made to advise of the operation or to seek assistance where the surveillance operation is likely to enter another Region or involve another Region;
- d) Informing other Enforcement and Intelligence Managers in their region of surveillance operations relating to files held by the other party.

Surveillance Coordinators

59. Responsibilities:

- a) Preparing the surveillance Operational Plan;
- b) Ensuring that the necessary risk assessments are done and fully documented in the surveillance Operational Plan;
- c) Referring the completed Operational Plans to the Responsible Manager for review and forwarding to the Responsible Director for approval;
- d) Coordinating the activities of the surveillance team;
- e) Conducting surveillance briefing and de-briefing sessions;
- f) Preparing a daily surveillance report;
- g) Completing the Final Report on the surveillance operation; and,
- h) Coordinating information exchange with other agencies and submitting these exchanges to the Responsible Manager for approval.

Intelligence Officers, Investigators, and Inland Enforcement Officers

60. Responsibilities:

- a) Executing surveillance according to the policy and procedures and in accordance with the Operational Plan;
- b) Keeping a time and activity log of all movements and relevant observations in their notebooks; and,
- c) Using and maintaining equipment for surveillance purposes; and

- d) Advising the Responsible Manager as soon as possible in cases of exceptional circumstances so that appropriate approvals may be obtained.

Human Resources Branch

61. Responsibilities:

- a) Designating Trainers and Certifiers for surveillance training courses; and
- b) Re-certifying Trainers and Certifiers in surveillance training and certification.

PROCEDURES

Surveillance

- 62. CBSA Intelligence Officers, Criminal Investigators, Inland Enforcement Officers, responsible Managers and their responsible Directors are responsible for conducting surveillance operations according to the CBSA *Surveillance Policy* as well as the Procedures set out herein.
- 63. Responsible Directors must ensure that CBSA officers involved in Joint Forces Operations (JFO) are aware that they must adhere to the CBSA *Surveillance Policy* and these Procedures when engaged in surveillance activities within the JFO. When establishing CBSA participation in JFOs, the JFO partners shall be made aware of the CBSA *Surveillance Policy* and Procedures.
- 64. A surveillance operation is always conducted by a team of certified officers under the coordination of an officer who has been assigned the role of Surveillance Coordinator (SC) for the operation.
- 65. If warranted, the responsible Director or Manager may divide the SC role into a File Coordinator role responsible for all paperwork, risk assessments, and briefings as well as gathering and collating the notes and preparing reports, and a Road Boss role responsible for the operation's set up, coordination of the team's on-ground movement, and making tactical decisions during the operation. Where the SC role is split, the two officers must cooperate fully and keep each other fully informed of all plans, developments, problems, and results relating to the operation.
- 66.
- 67.
- 68.

69.

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Planning

74.

75.

76.

77. Surveillance operations require approval by the responsible Director or in certain cases as specified in the Policy, by the Regional Director General or the Vice President, Operations, and will only be approved and conducted upon completion of a CBSA surveillance Operational Plan.
78. The SC will prepare an Operational Plan, reporting the details of the proposed surveillance activity.

79. In addition to any other information required by the Operational Plan form, all Operational Plans must include the following information:
- a. A clear objective of the surveillance operation;
 - b. The CBSA enforcement and intelligence priority supported by the operation;
 - c. Background for the operation;
 - d. The expected outcomes of the operation, i.e. what information the region hopes to obtain;
 - e. Target details, including risk assessment, vehicles and businesses;
 - f. Results of the reasonable expectation of privacy assessment;
 - g. Officer risk/threat assessment, including a recommendation on whether officer should be permitted to remove their protective and defensive equipment during the operation; and
 - h. A breakdown of proposed budget for the operation
80. Agency policy and practices on *Criminal Code* warrants must be followed should a warrant be sought.
81. Where a warrant is necessary to commence or continue surveillance, the SC will comply with the *Criminal Code* procedures for the issuance of s.487.01 general warrants.
82. A general warrant under s.487.01 cannot be issued unless there are reasonable grounds to believe that an offence under an Act of Parliament has or will be committed and that information concerning the offence will be obtained through the use of the warrant. This means that warrants cannot be sought for purely regulatory or administrative investigations or intelligence gathering where there is no focus on an actual offence for which charges are contemplated. There must reasonable grounds to believe that a specific offence or offences are involved.

83.

84.

85.

86.

87. Prior to undertaking a surveillance operation, the SC will conduct a briefing with all participating officers.

88.

89.

90. Prior to undertaking a surveillance operation, the SC will conduct a Reasonable Expectation of Privacy Assessment (REPA) in accordance with the guidelines set out in Appendix A and document it the Operational Plan.

91.

See articles 81 and 82, above, for the limitations on warrant acquisition.

Execution

92. In cases where a surveillance operation is likely to enter or involve another region, responsible Managers or the SC will ensure that appropriate contacts are made to advise and if required, seek assistance from local CBSA Enforcement and Intelligence resources in the other region.

93.

94. On the day of the surveillance operation, the surveillance team is deployed under the direction of the SC. The SC will direct a team set-up and coordinate on-ground movement.

95.

96.

Termination and Reporting

97. At the end of the surveillance shift, team members will submit photocopies or scans of their surveillance notes to the SC. These notes will be collated and entered into the surveillance target's file. Officers will also submit photos and videotape taken during the surveillance operation to the SC.

98. The SC will ensure that the responsible Manager and Director are kept updated on the operation as it progresses. The SC will ensure that any significant issues, problems or concerns are brought to the attention of the responsible Manager immediately so that an informed decision can be made on whether the operation will continue or cease.

99.

100.

101. Upon the completion of the surveillance operation, a debrief will be held with all team members.

102. Following the debrief, the SC will complete a Final Report, to include the following information:

- a) whether each objective of the operation was met and if so, how;
- b) results of the operation including the following:

- i. Relevant evidence of offence or contravention obtained;
- ii. Charges were laid;
- iii. A search warrant was issued;
- iv. An arrest warrant was issued;
- v. An arrest was effected;
- vi. Immigration enforcement action was initiated (provide details);
- vii. Contraband or currency was seized;
- viii. Documents were seized;
- ix.
- x.
- xi.
- xii. Production order was submitted and was successful;
- xiii.
- xiv. Other (provide details)

- c) the actual hours involved in the operation;
- d) the actual number of officers involved;
- e) the actual costs incurred for each type of expense listed in the Operational Plan (this can be inserted into the operational plan form where indicated and initialed);
- f) any other pertinent information.

103. The Final Report will be signed by the responsible Director and appended to the Operational Plan. It will be included in the surveillance file.

104. The surveillance operation must be documented in the automated file management system or appropriate record file.

105. After completion of the operation, the surveillance Operational Plan (BSF 666) and appended Final Report signed by the responsible Director is to be transmitted to the National Surveillance Coordinator (NSC) at headquarters by encrypted email if Protected B, or sent by secure courier (double envelope) with appropriate security markings if classification is above Protected B.

106. If necessary, personal or other identifying information can be redacted from the Operational Plan and/or the Final Report to protect the operation's integrity, so that it can be sent to the NSC. The NSC requires sufficiently detailed information to be able to evaluate compliance with the policy and procedures as well as value for investment and performance.

107

108

109.

110.

111. When it has been determined the surveillance operation will be terminated, the SC will notify all team members and instruct them as to procedure.

112.

Information / Evidence

113. All surveillance operations which capture any personal information will be classified as Protected B at minimum. As a result, surveillance Operational Plans, reports, binders, images, photographs, video recordings, including target sheets or books, and Final Reports must be preserved and securely stored in accordance with CBSA requirements for Protected B information. If the information is classified above Protected B, information storage must comply with the relevant CBSA information storage requirements for Protected C or above.

REFERENCES

114. *Canada Border Services Agency Act*
Customs Act and Regulations
Customs Act, s.107
Customs Tariff
Excise Act

Excise Act, 2001
Export and Import Permits Act and Regulation
Immigration and Refugee Protection Act and Regulations
Agriculture and Agri-Food Administrative Monetary Penalties Act
Canada Agricultural Products Act
Feeds Act
Fertilizers Act
Fish Inspections Act
Health of Animals Act
Meat Inspection Act
Plant Protection Act
Seeds Act
Special Import Measures Act
Interpretation Act
Privacy Act
Criminal Code of Canada
*Wild Animal and Plant Protection and Regulation of International and
Interprovincial Trade Act (WAPPRIITA)*

ENQUIRIES

115. Enquiries related to the Surveillance Policy and Procedures can be addressed to the Director, Program Management Division, Enforcement and Intelligence Programs Directorate, National Headquarters.

Part 3

SEARCHES AND ENFORCEMENT ACTIONS – PERSONS

Chapter 6

SURVEILLANCE

Appendix A

REASONABLE EXPECTATION OF PRIVACY ASSESSMENT

GENERAL

1. Section 8 of the *Canadian Charter of Rights and Freedoms* grants individuals the right of freedom from unreasonable search and seizure. The courts have interpreted this right as offering protection from unjustified state intrusion into individual privacy. Individual privacy may relate to their person, places, or information.
2. State surveillance of individuals without a judicial warrant can amount to an unjustified search if it intrudes on an individual's reasonable expectation of privacy.
3. In order to legally conduct surveillance, the CBSA must have reasonable grounds to suspect the target of involvement in a contravention of CBSA program legislation, i.e. an individualized suspicion rather than just a general suspicion that contraventions are occurring.
4. The SC must conduct a Reasonable Privacy Expectation Assessment (REPA) in relation to the target prior to the operation and must document it in the Operational Plan.

5.

6.

RELEASED UNDER THE ACCESS TO INFORMATION ACT
DIVULGUÉ SOUS LA LOI DE L'ACCÈS À L'INFORMATION

CBSA ENFORCEMENT MANUAL

Part 3

SELECTION

Chapter 7

CONFIDENTIAL HUMAN SOURCE POLICY



MEMORANDUM

To: Martin Bolduc - Vice-President, Programs Branch
Caroline Xavier - Vice-President, Operations Branch
From: Lesley Soper – A/Director General, E&I Programs Directorate
Subject: Federal Bureau of Investigation and Canada Border Services Agency
Memorandum of Understanding Implementation

Please find attached, for your information, a copy of the Federal Bureau of Investigation (FBI) Canada Border Services Agency (CBSA) Memorandum of Understanding (MOU), which now

The CBSA and the FBI commenced negotiations in October, 2013, on an information sharing agreement. Its aim was to enhance the capability of both organizations to identify and respond to transnational border crimes through the expedited transfer of requested information and the proactive disclosure of information with an expanded scope of intelligence and criminal investigations information sharing.

The supporting Privacy Impact Assessment (PIA) needed for the MOU received CBSA approval in late March, 2015 and was submitted to the Office of the Privacy Commissioner (OPC) and Treasury Board Secretariat (TBS) on May 12, 2015. On January 28, 2016, the OPC submitted a letter and response to the CBSA, including related recommendations pertaining to the PIA for this MOU. Enforcement and Intelligence Programs Directorate (EIPD) is subsequently drafting a response to the OPC that will clearly articulate how these recommendations will be addressed within the PIA.

Lesley Soper, A/Director General
Programs Branch

ATTACHMENT(S)

1. ***Framework Memorandum of Understanding Federal Bureau of Investigation and the Canada Border Services Agency***



Canada Border
Services Agency

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frontaliers du Canada



Small and/or Remote Ports of Entry Service Delivery Framework

President
May 10, 2016

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Canada



Purpose

- To provide background on the development of the *Small and/or Remote Ports of Entry (SRPOE) Service Delivery Framework*.
- To seek direction on next steps regarding the *SRPOE Service Delivery Framework*.

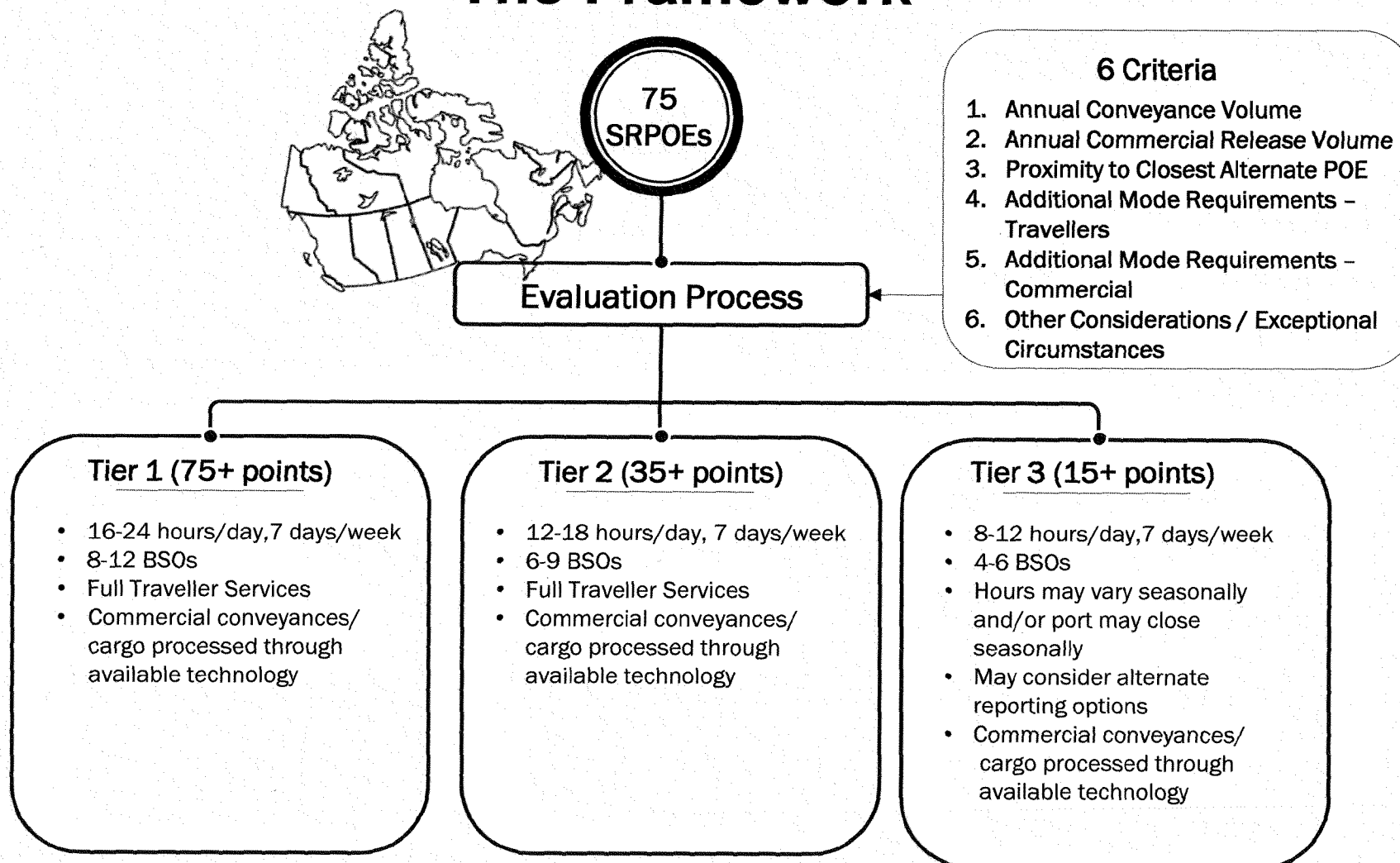


BACKGROUND

- As a result of the September 2014 *Evaluation of Small and/or Remote Ports of Entry* and related Management Response and Action Plan (Annex A), a Framework (Annex B) was developed to determine the type and level of Traveller and Commercial services that should be offered at SRPOEs.
- The Framework will help inform decisions on SRPOE management such as infrastructure investments and cost reduction exercises including:
 - rationalization of hours;
 - joint facilities;
 - optimizing hours and types of service;
 - staffing allocations; and
 - alternative processing options (i.e. telephone/video reporting, eGates, remote traveller processing).



The Framework





FINDINGS

- The Framework applied against the 75 SRPOEs (Annex D) resulted in the following:

Tier Level	Total Points	Number/Percentage of 75 SRPOEs	Average Cost/Traveller	Average Cost/Conveyance
Tier 1 – 7 days / 16-24 hrs	75+	15 (20%)	\$11.24	\$18.05
Tier 2 – 7 days / 12-18 hrs	35+	37 (49%)	\$17.80	\$31.80
Tier 3 – 7 days / 8-12 hrs	15+	16 (21%)	\$52.07	\$92.82
Does Not Rank (DNR)	< 15	7 (10%)	\$75.66	\$118.20

- Full application of the Framework

	Tier 1	Tier 2	Tier 3	N/A	Total	% of total
Unaffected	12	21	7	0	40	53%
Increase (Status Quo)	3	4	0	0	7	9%
Decrease (Adjust)	0	12	9	0	21	28%
Does Not Rank (DNR)	0	0	0	7	7	9%



Did Not Rank

- SRPOEs that did not rank received less than 15 points when scored against the Framework.

SRPOE	Region	Points	Cost / Traveller	Cost/ Conveyance
Bloomfield, NB	Atlantic	1	\$66.31	\$108.59
Four Falls, NB	Atlantic	14	\$25.04	\$38.93
River de Chute, NB	Atlantic	12	\$87.28	\$146.12
Crystal City, MB	Prairie	13	\$79.66	\$134.47
Snowflake, MB	Prairie	11	\$171.97	\$242.61
Glen Sutton, QC	Quebec	7	\$68.70	\$112.90
East Pinnacle, QC	Quebec	2	\$30.64	\$43.76

-
- Regional consultations are required



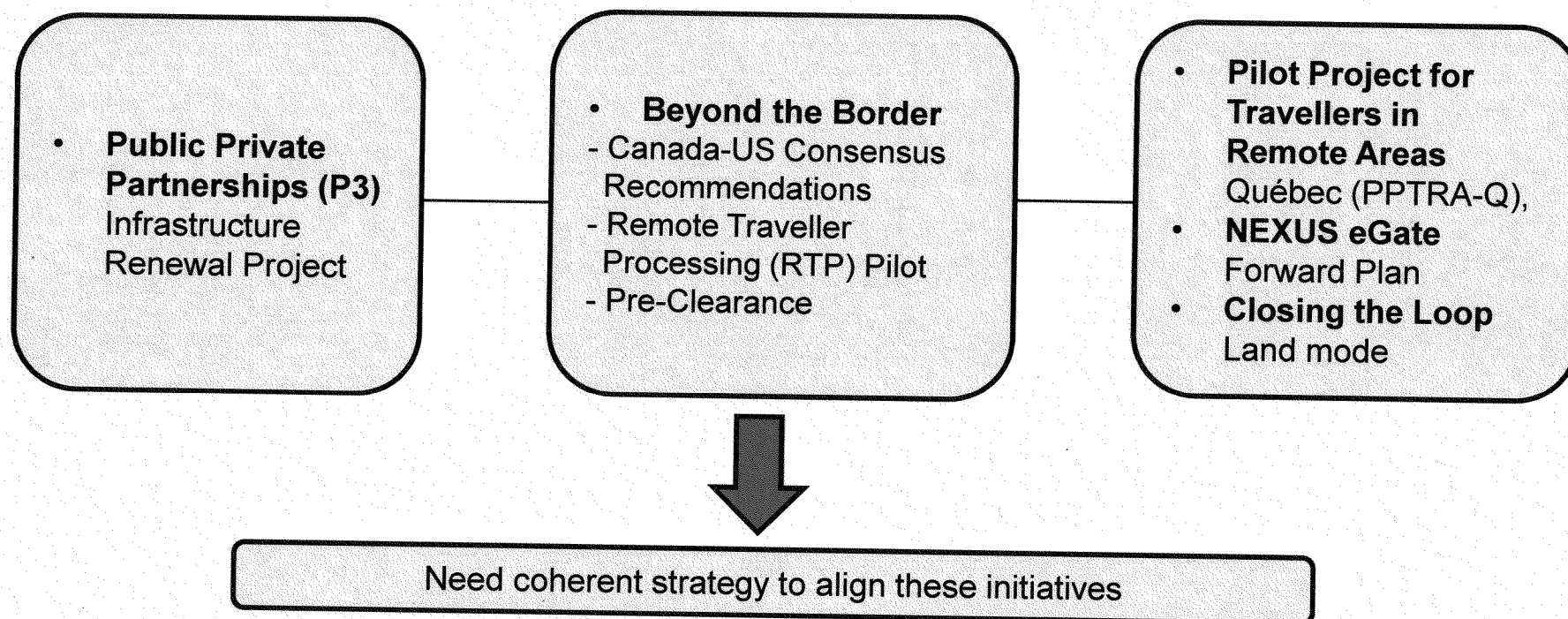
Impact Analysis

- The Cost Factor Manual (CFM) was used to approximate the number of full time employees based on the number of hours of operation and to calculate re-allocation amounts.



Convergence of SRPOE Initiatives

- There are currently several SRPOE initiatives underway that have been moving forward independently.





NEXT STEPS

In order to move forward, we require direction on the following:

1. Implementation of the SRPOE framework as formal national policy
2. Establishment of a task force to craft a cohesive forward strategy for all SRPOE initiatives.
- 3.

Annex A
Evaluation of Small and Remote Ports of Entry (SRPOE): Management Response
Action Plan

Recommendation 1: The Vice-President of the Programs Branch, in consultation with the Vice-President of the Operations Branch, develop criteria to determine the types of services offered at SRPOEs and measure performance.

Management Response	
The Programs and Operations Branches agree with the recommendation to develop criteria for determining the types of services offered at small and/or remote ports. These criteria, along with program performance measurement will help inform management decisions with respect to the future service delivery framework at small and/or remote ports.	
Management Action Plan	Completion date
The Operations Branch, supported by the Programs Branch, will identify the information the Agency holds as well as where it is held as it relates to the delivery of services at small and/or remote ports of entry.	Completed
The Programs Branch, supported by the Operations Branch, will develop national criteria for the type and level Traveller and Commercial services that should be offered at small and/or remote ports.	June 2015
The Programs Branch, supported by the Operations Branch, will develop national performance measurement criteria in order to monitor performance of all Traveller and Commercial services offered at small and/or remote ports.	June 2015



Annex B

Small and/or Remote Port of Entry Service Delivery Framework

About the framework

As a result of the *Evaluation of Small and/or Remote Ports of Entry*, the CBSA has developed a framework which provides national criteria for the type and level of Traveller and Commercial services that should be offered at small and/or remote land ports of entry.

Definitions

Small and/or remote port of entry (SRPOE): A land port of entry (POE) with a dedicated CBSA presence of between 2 and 14 Border Services Officers (BSO), with an ability to conduct traveller and/or commercial operations. They must process fewer than 200,000 travellers per year and/or fewer than 15,000 commercial entries per year, and/or be at least 100km from the nearest full service CBSA POE.

SRPOE Tiers: Level Descriptions and Point Scores

Tier 1: 75+ points

- CBSA may provide between 8 and 12 full-time BSOs based on the Cost Factor Manual (CFM)
- Recommended core service hours of up to 16-24 hours/day, 7 days/week
- Provide full traveller services
- Commercial conveyances/cargo will be processed through available technology
- The CBSA is not required to maintain commercial examination facilities
- Conveyances/cargo may be redirected to an alternate POE for examination

Tier 3: 15+ points

- CBSA may provide between 4 and 6 full-time BSOs based on the CFM
- Recommended core service hours of up to 8-12 hours/day, 7 days/week
- Hours may vary seasonally and/or port may close seasonally
- May consider alternate reporting options
- Commercial conveyances/cargo will be processed through available technology
- The CBSA is not required to maintain commercial examination facilities
- Conveyances/cargo may be redirected to an alternate POE for examination

Tier 2: 35+ points

- CBSA may provide between 6 and 9 full-time BSOs based on the CFM
- Recommended core service hours of up to 12-18 hours/day, 7 days/week
- Hours may vary seasonally
- Provided full traveller services
- Commercial conveyances/cargo will be processed through available technology
- The CBSA is not required to maintain commercial examination facilities
- Conveyances/cargo may be redirected to an alternate POE for examination



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SRPOE –Criteria Matrix

Criterion 1: Annual Conveyance Volume¹

No. of Conveyances	Value
1 pt per 1,250 increment up to 25,000	up to 20
25,001-37,500	30
37,501-50,000	40
50,001-75,000	50
75,001-100,000	60
100,001-150,000	70
150,001+	80

Criterion 2: Annual Commercial Release Volume²

No. of Commercial Releases	Value
1 pt per 375 increment up to 3,750	Up to 10
3,751-7,500	20
7,501-11,250	30
11,251+	40

Criterion 3: Proximity to Closest Alternate POE³

Driving Distance (km)	Value
up to 20	0
21-50	10
51-100	20
101 +	30

*Over 150km considered to be an exceptional circumstance

¹ Numbers are based on the average number of conveyances per year FY 2012-2015.

Data from Traveller Operations cube in CMRS. Includes cars, trucks and buses

² Numbers are based on the average number of commercial releases per year FY 2012-2015. Data from Traveller Operations cube in CMRS and ACROSS-EDI reports

³ Distance according to Google Maps from opposite US POEs

Criterion 4: Additional Mode Requirements - Travellers

Mode	Value
Marine	5
Air	5
Rail	5

Criterion 5: Additional Mode Requirements - Commercial

Mode	Value
Marine	5
Air	5
Rail	5

SRPOE Tiers Summary

Tier Level	Total Points
1 – 7 days / 16-24 hrs	75+
2 – 7 days / 12-18 hrs	35+
3 – 7 days / 8-12 hrs	15+

Maximum Point Value per Criterion

Criterion	Total Possible Points
Annual Conveyance Volume	80
Annual Commercial Release Volume	40
Proximity to Closest Alternate POE	30
Additional Mode Requirements - Travellers	15
Additional Mode Requirements - Commercial	15
TOTAL	180

Other Considerations / Exceptional Circumstances

Each port of entry is unique and there may be other unique considerations and/or exceptional circumstances specific to a port as to why it should have a lower or higher level of services provided than deemed by our SRPOE service framework. Understanding this, special consideration may be given to such circumstances including but not limited to: local business and community presence, available BSO housing, connectivity, geographical concerns, distance from emergency services, major changes in traffic volumes, high bus volumes, natural resources, etc.

SRPOE Data

Annex D

Port Name / Nom du PE	Tier / Niveau	Current Hours of Operation / Heures d'ouverture Traveller / Voyageur	Current Hours of Operation / Heures d'ouverture Commercial	Number of Hours of Operation / Nombre d'heures d'ouverture recommandé Traveller / Voyageur	Framework Suggested Range of Hours of Operation / Heures d'ouverture suggérées selon le cadre	Opposite US POE / PE des E.-U. correspondant	US POE Hours of Operation / Heures d'ouverture du PE des E.-U.	US POE Number of Hours of Operation / Nombre d'heures d'ouverture du PE des E.-U.	Proximity to alternate POE / Proximité d'un PE alternatif	Average Number of Conveyances per Year 2012-2015 / Nombre moyen de moyens de transport par année 2012- 2015	Average Number of Commercial Releases per Year 2012-2015 / Nombre moyen d'expéditions commerciales dédouanées par année 2012-2015	Recommended number of FTEs based on framework / Nombre d'ETP recommandé selon le cadre	Average Cost to Process a Traveller / Coût moyen de traitement d'un voyageur	Average Cost to Process a Conveyance / Coût moyen de traitement d'un véhicule
ATLANTIC / ATLANTIQUE														
Grand Falls, NB	1	08:00-24:00 7 days	08:00-16:00 M-F	16	16-24	Hamlin, ME	07:00-23:00 7 days	16	Gillespie Portage, NB 23.2km	109,100	2,335	8-12	\$ 5.53	\$ 8.63
Saint Léonard, NB	1	24/7	08:00-16:00 M-F	24	16-24	Van Buren, ME	24/7	24	Grand Falls, NB 16.4km	155,323	7,708	8-12	\$ 6.69	\$ 9.14
St. Croix, NB	1	24/7	08:45-17:00 M-F	24	16-24	Vanceboro, ME	24/7	24	Forest City, NB 67.2km	41,652	4,557	8-12	\$ 20.60	\$ 31.12
Fosterville, NB	2	May 15-Nov. 30 08:00-24:00 7 days Dec. 1- May 14 09:00-17:00 Sun Fri 08:00-24:00 Sat	09:00-17:00 M-F	16	12-18	Orient, ME	07:00- 23:00/7 days Memorial Day to Labour Day 07:00- 18:00/7 days Labour Day to Memorial Day	18 / 11	Forest City, NB 64.1km	8,848	1	6-9	\$ 41.78	\$ 71.45
Forest City, NB	3	09:00-17:00 7 days	09:00-17:00 M-F	8	8-12	Forest City, ME	08:00-16:00 Memorial Day to Labour Day 7 days 08:00-16:00 Labour Day to Memorial Day Mon. - Sat.	8	Fosterville, NB 64.1km	2,063	0	4-6	\$ 101.84	\$ 153.38
NORTHERN ONTARIO / L'ONTARIO (1)														
Rainy River, ON	1	24/7	24/7	24	16-24	Baudette, MN	24/7	24	Fort Frances, ON 123km	179,352	3,150	8-12	\$ 4.62	\$ 8.00
PACIFIC / PACIFIQUE (9)														
Cascade, BC	1	08:00-24:00 7 days	08:00-17:00 M-F	16	16-24	Laurier, WA	08:00-24:00 7 days	16	Carson, BC 63.3km	59,800	1,187	8-12	\$ 8.79	\$ 16.07

Annex D

SRPOE Data -

Port Name / Nom du PE	Tier / Niveau	Current Hours of Operation / Heures d'ouverture Traveler / Voyageur	Current Hours of Operation / Heures d'ouverture Commercial	Number of Hours of Operation / Nombre d'heures d'ouverture recommandé Traveler / Voyageur	Framework Suggested Range of Hours of Operation / Heures d'ouverture suggérées selon le cadre	Opposite US POE / PE des E.-U. correspondant	US POE Hours of Operation / Heures d'ouverture du PE des E.-U.	US POE Number of Hours of Operation / Nombre d'heures d'ouverture du PE des E.-U.
Stewart, BC	1	8:00-24:00 (pilot telephone reporting from 24:00-08:00)	8:00-24:00 (pilot telephone reporting from 24:00-08:00)	16	16-24	Hyder, AK (No USCBP presence) Ketchikan, AK	N/A	N/A
Carson, BC	2	08:00-24:00 7 days	8:30-16:30 M-F	16	12-18	Danville, WA	8:00-24:00 7 days	16
Fraser, BC	2	08:00-24:00 7 days	09:00-16:45 M-F	16	12-18	Skagway, AK	7:00-23:00 7 days	16
Nelway, BC	2	8:00-24:00/7 days	8:30-16:30 M-F	16	12-18	Metaline Falls, WA	8:00-24:00/7 days	16
Pleasant Camp, BC	2	8:00-24:00/7 days	8:00-24:00/7 days	16	12-18	Dalton Cache, AK	08:00-24:00 7 days a week	16
Waneta, BC	2	9:00-17:00/7 days	9:30-16:30 M-F	8	12-18	Boundary, WA	9:00-17:00/7 days	8
Chopaka, BC	3	09:00-17:00 7 days	09:00-17:00 M-F	8	8-12	Nighthawk, WA	09:00-17:00 7 days	8
Midway, BC	3	9:00-17:00/7 days	09:00-17:00 M-F	8	8-12	Ferry, WA	9:00-17:00/7 days	8
PRAIRIE / PRAIRIES (22)								
Boissevain, MB	1	24/7	09:00-17:00 M-F	24	16-24	Dunseith, ND	24/7	24
Gretna, MB	1	08:00-22:00 7 days	08:00-17:00 M-F	14	16-24	Neche, ND	08:00-22:00 7 days	14
Regway, SK	1	24/7	24/7	24	16-24	Raymond, MT	24/7	24
Sprague, MB	1	24/7	8:00-17:00 M-F	24	16-24	Warroad, MN	24/7	24
Winkler, MB	1	8:00-22:00/7 days	8:00-17:00 M-F	14	16-24	Walhalla, ND	8:00-22:00/7 days	14

Proximity to alternate POE / Proximité d'un PE alternatif	Average Number of Conveyances per Year 2012-2015 / Nombre moyen de moyens de transport par année 2012-2015	Average Number of Commercial Releases per Year 2012-2015 / Nombre moyen d'expéditions commerciales dédouanées par année 2012-2015
N/A	44,578	10
Midway, BC 40.5km	55,693	1,187
Stewart, BC 1089km but not able to travel to it	28,720	1,204
Waneta, BC 73.6km	36,185	2,619
N/A	14,047	1,397
Paterson, BC 38.6km	55,462	1,829
Osoyoos, BC 29.3km	9,461	0
Carson, BC 40.5km	8,144	58
Lena, MB 31.2km	97,387	20,889
Emerson, MB 30.9km	67,600	3,842
Cungre, SK 103km	37,988	14,541
South Junction, MB 61.0km	87,358	1,494
Gretna, MB 34.5km	60,801	13,553

Recommended number of FTEs based on framework / Nombre d'ETP recommandé selon le cadre
8-12
6-9
6-9
6-9
6-9
6-9
4-6
4-6
8-12
8-12
8-12
8-12

Average Cost to Process a Traveler / Coût moyen de traitement d'un voyageur	Average Cost to Process a Conveyance / Coût moyen de traitement d'un véhicule
\$ 14.27	\$ 28.74
\$ 10.36	\$ 15.57
\$ 5.82	\$ 40.53
\$ 12.42	\$ 23.99
\$ 42.53	\$ 85.06
\$ 4.56	\$ 6.74
\$ 20.36	\$ 38.64
\$ 27.45	\$ 45.18
\$ 9.31	\$ 17.83
\$ 6.90	\$ 10.76
\$ 24.21	\$ 39.84
\$ 8.26	\$ 15.31
\$ 7.26	\$ 11.95

Annex D

SRPOE Data -

Port Name / Nom du PE	Tier / Niveau
Carievale, SK	2
Carway, AB	2
Chief Mountain, AB	2

Current Hours of Operation / Heures d'ouverture Traveller / Voyageur	Current Hours of Operation / Heures d'ouverture Commercial	Number of Hours of Operation / Nombre d'heures d'ouverture recommandé Traveller / Voyageur	Framework Suggested Range of Hours of Operation / Heures d'ouverture suggérées selon le cadre	Opposite US POE / PE des E.-U. correspondant	US POE Hours of Operation / Heures d'ouverture du PE des E.-U.	US POE Number of Hours of Operation / Nombre d'heures d'ouverture du PE des E.-U.
08:00-21:00 / 7 days (2nd Sunday in March to 1st Saturday in November) 9:00-22:00 / 7 days remainder of year	08:00-17:00 M-F (2nd Sunday in March to first Saturday in November) 09:00-17:00 M-F remainder of year	14	12-18	Sherwood, ND	9:00-22:00 7 days	13
07:00-23:00 7 days	07:00-23:00 7 days	16	12-18	Piegan, MT	07:00-23:00 7 days	16
Seasonal: 09:00-18:00 May 15-May 31 7 days 07:00-23:00 June 1 - Labour Day Monday 7 days 09:00-18:00 Tuesday following Labour Day - September 30 7 days Closed Oct. 1-May 14	09:00-18:00 M-F	15	12-18	Piegan, MT	Seasonal: 09:00-18:00 May 15-May 30 7 days 07:00-22:00 June 1 - Sept 1 7 days 09:00-18:00 Sept 1 - September 30 7 days Closed Oct. 1-May 31	9 / 15 / 9

Proximity to alternate POE / Proximité d'un PE alternatif	Average Number of Conveyances per Year 2012-2015 / Nombre moyen de moyens de transport par année 2012-2015	Average Number of Commercial Releases per Year 2012-2015 / Nombre moyen d'expéditions commerciales dédouanées par année 2012-2015
Lyleton, MB 33.0km	28,659	5,474
Chief Mountain, AB 33km	85,823	929
Carway, AB 33km	25,726	1

Recommended number of FTEs based on framework / Nombre d'ETP recommandé selon le cadre
6-9
6-9
6-9

Average Cost to Process a Traveller / Coût moyen de traitement d'un voyageur	Average Cost to Process a Conveyance / Coût moyen de traitement d'un véhicule
\$ 12.01	\$ 20.49
\$ 7.67	\$ 17.59
\$ 4.07	\$ 10.81

SRPOE Data -

Annex D

Port Name / Nom du PE	Tier / Niveau	Current Hours of Operation / Heures d'ouverture Traveller / Voyageur	Current Hours of Operation / Heures d'ouverture Commercial	Number of Hours of Operation / Nombre d'heures d'ouverture recommandé Traveller / Voyageur	Framework Suggested Range of Hours of Operation / Heures d'ouverture suggérées selon le cadre	Opposite US POE / PE des E.-U. correspondant	US POE Hours of Operation / Heures d'ouverture du PE des E.-U.	US POE Number of Hours of Operation / Nombre d'heures d'ouverture du PE des E.-U.
Coronach, SK	2	8:00-18:00/7 days 2nd Sun in Mar - May 31 8:00-21:00/7 days June 1 - Sept 15 8:00-18:00/7 days Sept 16 - 1st Sat Nov 9:00-19:00/7 days 1st Sun in Nov - 2nd Sat in Mar	8:00-17:00 M-F 2nd Sun in Mar -1st Sat in Nov 9:00-17:00 M-F remainder of year	13	12-18	Scobey, MT	08:00-21:00 7 days June 1 - Sept. 15 08:00-18:00 7 days Sept. 16 - May 31	42656
Coulter, MB	2	08:00-21:00 7 days	08:00-17:00 M-F	13	12-18	Westhope, ND	8:00-21:00 7 days	13
Del Bonita, AB	2	08:00-21:00/7 days June 1 - Sept. 15 09:00-18:00/7 days Sept. 16 - May 31	09:00-17:00 M-F	13	12-18	Del Bonita, MT	08:00-21:00/7 days June 1 - Sept. 15 09:00-18:00/7 days Sept. 16 - May 31	42626
Estevan, SK	2	08:00-21:00/7 days 2nd Sun in Mar. - 1st Sat in Nov. 09:00-22:00 Remainder of the year	08:00-17:00 M-F 2nd Sun in Mar. - 1st Sat. in Nov. 09:00-17:00 M-F Remainder of the year	13	12-18	Noonan, ND	09:00-22:00 7 days	13
Lena, MB	2	08:00-21:00 7 days	08:00-17:00 M-F	13	12-18	Saint John, ND	08:00-21:00 7 days	13

Proximity to alternate POE / Proximité d'un PE alternatif	Average Number of Conveyances per Year 2012-2015 / Nombre moyen de moyens de transport par année 2012- 2015	Average Number of Commercial Releases per Year 2012-2015 / Nombre moyen d'expéditions commerciales dédouanées par année 2012-2015	Recommended number of FTEs based on framework / Nombre d'ETP recommandé selon le cadre	Average Cost to Process a Traveller / Coût moyen de traitement d'un voyageur	Average Cost to Process a Conveyance / Coût moyen de traitement d'un véhicule
Regway, SK 116km	8,957	8	6-9	\$ 36.62	\$ 60.96
Lyleton, MB 28.5	14,823	5,388	6-9	\$ 26.72	\$ 42.80
Carway, AB 88.6km	26,253	432	6-9	\$ 8.40	\$ 19.57
North Portal, SK 59.7km	37,908	2,041	6-9	\$ 9.15	\$ 15.38
Cartwright, MB 51.7km	19,038	202	6-9	\$ 15.88	\$ 32.39

Annex D

SRPOE Data

Port Name / Nom du PE	Tier / Niveau
Northgate, SK	2
Oungre, SK	2
South Junction, MB	2
Tolstoi, MB	2
West Poplar River, SK	2
Wild Horse, AB	2

Current Hours of Operation / Heures d'ouverture Traveller / Voyageur	Current Hours of Operation / Heures d'ouverture Commercial	Number of Hours of Operation / Nombre d'heures d'ouverture recommandé Traveller / Voyageur	Framework Suggested Range of Hours of Operation / Heures d'ouverture suggérées selon le cadre	Opposite US POE / PE des E.-U. correspondant	US POE Hours of Operation / Heures d'ouverture du PE des E.-U.	US POE Number of Hours of Operation / Nombre d'heures d'ouverture du PE des E.-U.
8:00-21:00 2nd Sun in Mar-1st Sat in Nov/7 days 9:00-22:00/7 days rest of year	8:00-17:00 2nd Sun in Mar-1st Sat in Nov M-F 9:00-17:00/M-F rest of year	13	12-18	Northgate, ND	9:00-22:00/7 days	13
2nd Sun in Mar to 1st Sat in Nov 8:00-21:00/7 days 9:00-22:00/7 days remainder of year	2nd Sun in Mar to 1st Sat in Nov 8:00-17:00 M-F 9:00-17:00 M-F remainder of year	13	12-18	Fortuna, ND	9:00-22:00/7 days	13
8:00-24:00/7 days	8:00-17:00 M-F	16	12-18	Roseau, MN	8:00-24:00/7 days	16
8:00-22:00/7 days	8:00-17:00 M-F	14	12-18	Lancaster, MN	8:00-22:00/7 days	14
2nd Sun in Mar-May 31 9:00-18:00/7 days June 1-Sept 15 8:00-21:00/7 days Sept 16-1st Sat in Nov 9:00-18:00/7 days 1st Sun in Nov-2nd Sat in Mar 10:00-19:00/7 days	2nd Sun in Mar-May 31 9:00-17:00 M-F June 1-Sept 15 8:00-17:00 M-F Sept 16-1st Sat in Nov 9:00-17:00 M-F 1st Sun in Nov-2nd Sat in Mar 10:00-17:00 M-F	13	12-18	Ophiem, MT	June 1 - Sept 15 8:00-21:00/7 days Sept 16 - May 31 9:00-18:00/7 days	13 / 9
May 15-Sept 30 8:00-21:00/7 days Oct 1-May 14 8:00-17:00/7 days	8:00-17:00 M-F	13	12-18	Wild Horse, MT	May 15-Sept 30 8:00-21:00/7 days Oct 1-May 14 8:00-17:00/7 days	13 / 9

Proximity to alternate POE / Proximité d'un PE alternatif	Average Number of Conveyances per Year 2012-2015 / Nombre moyen de moyens de transport par année 2012-2015	Average Number of Commercial Releases per Year 2012-2015 / Nombre moyen d'expéditions commerciales dédouanées par année 2012-2015
North Portal, SK 45km	26,275	2,740
Torquay, SK 116.2km	12,651	198
Sprague, MB 61.0km	39,931	1,950
Emerson, MB 48.6km	41,569	2,627
Conorach, SK 121km	4,558	0
Willow Creek, SK 81.9km	22,137	100

Recommended number of FTEs based on framework / Nombre d'ETP recommandé selon le cadre
6-9
6-9
6-9
6-9
6-9
6-9

Average Cost to Process a Traveller / Coût moyen de traitement d'un voyageur	Average Cost to Process a Conveyance / Coût moyen de traitement d'un véhicule
\$ 10.65	\$ 18.88
\$ 24.49	\$ 45.31
\$ 12.25	\$ 20.31
\$ 8.62	\$ 17.91
\$ 65.81	\$ 108.60
\$ 11.53	\$ 26.08

SRPOE Data -

Annex D

Port Name / Nom du PE	Tier / Niveau	Current Hours of Operation / Heures d'ouverture Traveller / Voyageur	Current Hours of Operation / Heures d'ouverture Commercial	Number of Hours of Operation / Nombre d'heures d'ouverture recommandé Traveller / Voyageur	Framework Suggested Range of Hours of Operation / Heures d'ouverture suggérées selon le cadre	Opposite US POE / PE correspondant des E.-U.	US POE Hours of Operation / Heures d'ouverture du PE des E.-U.	US POE Number of Hours of Operation / Nombre d'heures d'ouverture du PE des E.-U.
Aden, AB	3	09:00-17:00 7 days	09:00-17:00 M-F	8	8-12	Whitlash, MT	9:00 - 17:00 7 days	8
Torquay, SK	3	2nd Sun in Mar to 1st Sat in Nov 8:00-16:00/7 days Remainder of year 9:00-17:00/7 days	2nd Sun in Mar to 1st Sat in Nov 8:00-16:00 M-F Remainder of year 9:00-17:00 M-F	8	8-12	Ambrose, ND	9:00-17:00/7 days	8
Willow Creek, SK	3	2nd Sun in Mar - 1st Sat in Nov 9:00-17:00/7 days remainder of year 10:00-18:00/7 days	2nd Sun in Mar - 1st Sat in Nov 9:00-17:00 M-F remainder of year 10:00-17:00 M-F	8	8-12	Willow Creek, MT	9:00-17:00/7 days	8
QUEBEC (10)								
Herdman, QC	1	24/7	08:00-17:00 M-F	24	16-24	Chateaugay, NY	24/7	24
St. Pamphile, QC	1	9:00-17:00 M-F	9:00-17:00 M-F	8	16-24	St Pamphile Station, ME	6:00-21:00 M-T, 6:00-20:00 Fri, 8:00-16:00 Sat	15 / 14 / 8
Stanhope, QC	1	24/7	24/7	24	16-24	Norton, VT	24/7	24
Woburn, QC	1	24/7	8:00-17:00 M-F	24	16-24	Coburn Gore Station, ME	24/7	24
Chartierville, QC	2	08:00-24:00 7 days	8:00-17:00 M-F	16	12-18	Pittsburg, NH	24/7	24
Clarenceville, QC	2	08:00-24:00 7 days	08:00-17:00 M-F	16	12-18	Alburg Springs, VT	08:00-24:00 7 days	16

Proximity to alternate POE / Proximité d'un PE alternatif	Average Number of Conveyances per Year 2012-2015 / Nombre moyen de moyens de transport par année 2012-2015	Average Number of Commercial Releases per Year 2012-2015 / Nombre moyen d'expéditions commerciales dédouanées par année 2012-2015
Del Bonita 172km	1,084	10
Estevan, SK 58.2km	1,437	1
Wild Horse, MB 81.9km	2,926	1
Trout River, QC 33.6km	57,911	7,797
St. Just de Bretenieres, QC 150km	19,110	13,035
Hereford Road, QC 21.4km	80,150	20,631
Chartierville, QC 109km	72,470	15,698
Woburn, QC 109km	6,963	851
Noyan, QC 16.5km	40,670	6

Recommended number of FTEs based on Framework / Nombre d'ETP recommandé selon le cadre
4-6
4-6
4-6
8-12
8-12
8-12
8-12
6-9
6-9

Average Cost to Process a Traveller / Coût moyen de traitement d'un voyageur	Average Cost to Process a Conveyance / Coût moyen de traitement d'un véhicule
\$ 207.59	\$ 344.71
\$ 127.36	\$ 226.46
\$ 84.42	\$ 178.04
\$ 11.44	\$ 19.61
\$ 13.35	\$ 14.46
\$ 15.99	\$ 20.99
\$ 11.31	\$ 18.40
\$ 65.56	\$ 118.05
\$ 12.98	\$ 22.70

SRPOE Data -

*US POE hours updated as of January 2016

Annex D

SRPOE Data -

Port Name / Nom du PE	Tier / Niveau	Current Hours of Operation / Heures d'ouverture Traveller / Voyageur	Current Hours of Operation / Heures d'ouverture Commercial	Number of Hours of Operation / Nombre d'heures d'ouverture recommandée Traveller / Voyageur	Framework Suggested Range of Hours of Operation / Heures d'ouverture suggérées selon le cadre	Recommended Number of Hours of Operation / Nombre d'heures d'ouverture recommandée	Opposite US POE / PE des E.-U. correspondant	US POE Hours of Operation / Heures d'ouverture du PE des E.-U.	US POE Number of Hours of Operation / Nombre d'heures d'ouverture du PE des E.-U.	Proximity to alternate POE / Proximité d'un PE alternatif	Average Number of Conveyances per Year 2012-2015 / Nombre moyen de moyens de transport par année 2012-2015	Average Number of Commercial Releases per Year 2012-2015 / Nombre moyen d'expéditions commerciales dédouanées par année 2012-2015	Recommended number of FTEs based on framework / Nombre d'ETP recommandé selon le cadre	Average Cost to Process a Traveller / Coût moyen de traitement d'un voyageur	Average Cost to Process a Conveyance / Coût moyen de traitement d'un véhicule
ATLANTIC / ATLANTIQUE															
Centreville, NB	2	24/7	08:00-24:00 7 days	24	12-18	16	Bridgewater, ME	24/7	24	Bloomfield, NB 17km	85,864	2,854	6-9	\$ 7.67	\$ 13.49
Gillespie, NB	3	24/7	08:00-16:00 M-F	24	8-12	14	Limestone, ME	24/7	24	Four Falls, NB 14.9km	31,384	788	4-6	\$ 22.31	\$ 34.32
PACIFIC / PACIFIQUE (1)															
Beaver Creek, YT	2	24/7	08:00-24:00 7 days	24	12-18	24	Port Alcan, AK	24/7	24	PLEASANT CAMP, YT 466km	37,072	1,440	6-9	\$ 24.83	\$ 46.45
PRAIRIE / PRAIRIES (7)															
Cartwright, MB	3	08:00-21:00 7 days	08:00-17:00 7 days	13	8-12	9	Hansboro, ND	8:00-21:00 7 days	13	Lena, MB 51.7km	9,571	786	4-6	\$ 31.95	\$ 60.59
Climax, SK	3	09:00-18:00/7 days 2nd Sunday in March - May 31 08:00-21:00/7 days June 1-Sept. 15 09:00-18:00/7 days Sept. 16 - 1st Sat in Nov. 10:00-19:00/7 days 1st Sunday in Nov.- 2nd Saturday in Mar.	09:00-17:00 M-F 2nd Sunday in March - May 31 08:00-17:00 M-F June 1-Sept. 15 09:00-17:00 M-F Sept. 16 - 1st Sat in Nov. 10:00 to 17:00 M-F 1st Sunday in Nov.- 2nd Saturday in Mar.	13	8-12	8	Turner, MT	Summer: 08:00-21:00 7 days Jun. 1 - Sept. 15 Winter: 08:00-18:00 7 days Sept. 16 - May 31	13	Monchy, SK 80.8km	10,082	8	4-6	\$ 34.54	\$ 68.44
Goodlands, MB	3	09:00-22:00 7 days	09:00-17:00 M-F	13	8-12	9	Carbury, ND	09:00-22:00 7 days	13	Coulter, MB 75.5km	17,446	368	4-6	\$ 15.92	\$ 36.56
Lyleton, MB	3	09:00-22:00 7 days	09:00-17:00 M-F	13	8-12	9	Antler, ND	09:00-22:00 7 days	13	Coulter, MB 28.5km	12,852	129	4-6	\$ 24.60	\$ 49.60

Annex D

SRPOE Data -

Port Name / Nom du PE	Tier / Niveau	Current Hours of Operation / Heures d'ouverture Traveller / Voyageur	Current Hours of Operation / Heures d'ouverture Commercial	Number of Hours of Operation / Nombre d'heures d'ouverture recommandé Traveller / Voyageur	Framework Suggested Range of Hours of Operation / Heures d'ouverture suggérées selon le cadre	Recommended Number of Hours of Operation / Nombre d'heures d'ouverture recommandé	Opposite US POE / PE des E.-U. correspondant	US POE Hours of Operation / Heures d'ouverture du PE des E.-U.	US POE Number of Hours of Operation / Nombre d'heures d'ouverture du PE des E.-U.	Proximity to alternate POE / Proximité d'un PE alternatif	Average Number of Conveyances per Year 2012-2015 / Nombre moyen de moyens de transport par année 2012-2015	Average Number of Commercial Releases per Year 2012-2015 / Nombre moyen d'expéditions commerciales dédouanées par année 2012-2015	Recommended number of FTEs based on framework / Nombre d'ETP recommandé selon le cadre	Average Cost to Process a Traveller / Coût moyen de traitement d'un voyageur	Average Cost to Process a Conveyance / Coût moyen de traitement d'un véhicule
Monchy, SK	3	2nd Sun in March - May 31 9:00-18:00/7 days June 1-Sept 15 8:00-21:00/7 days Sept 16-first Sat in Nov 9:00-18:00/7 days 1st Sun in Nov to 2nd Sat in Mar 10:00-19:00/7 days	2nd Sun in March - May 31 9:00-17:00 M-F June 1-Sept 15 8:00-21:00 M-F Sept 16-first Sat in Nov 9:00-17:00 M-F 1st Sun in Nov to 2nd Sat in Mar 10:00-17:00 M-F	13	8-12	8	Morgan, MT	08:00-21:00 7 days June 1 - Sept. 15 08:00-18:00 7 days Sept. 16 - May 31	13	Climax, SK 80.8km	7,253	40	4-6	\$ 31.92	\$ 65.60
Piney, MB	3	9:00-22:00/7 days	9:00-17:00 M-F	13	8-12	8	Pinecreek, MN	9:00-17:00/7 days	8	South Junction, MB 40km	9,481	133	4-6	\$ 36.33	\$ 63.38
Windygates, MB	3	9:00-22:00/7 days	9:00-17:00 M-F	13	8-12	9	Maida, ND	9:00-22:00/7 days	13	Snowflake, MB 29.4km	11,778	246	4-6	\$ 28.44	\$ 52.01
QUEBEC (11)															
Abercorn, QC	2	24/7	8:00-17:00 7 days	24	12-18	16	Richford, VT	24/7	24	East Pinnacle, QC 5.8km	94,651	2,643	6-9	\$ 7.77	\$ 12.03
Dundee, QC	2	24/7	08:00-17:00 M-F	24	12-18	16	Fort Covington, NY	24-Jul	24	TROUT RIVER, QC 19.5km	81,258	1,282	6-9	\$ 8.21	\$ 14.33
East Hereford, QC	2	24/7	08:00-17:00 M-F and Sun	24	12-18	16	Beecher Falls, VT	24/7	24	Hereford Road, QC 6km	37,953	9,431	6-9	\$ 22.65	\$ 31.66
Freighsburg, QC	2	24/7	08:00-17:00 M-F	24	12-18	15	West Berkshire station, VT	24/7	24	East Pinnacle, QC 25.1km	43,277	158	6-9	\$ 16.17	\$ 29.18
Hemmingford, QC	2	24/7	08:00-17:00 M-F	24	12-18	15	Mooers, NY	24/7	24	Covey Hill, QC 23.7km	83,803	962	6-9	\$ 9.32	\$ 16.42
Hereford Road, QC	2	24/7	08:00-17:00 M-F	24	12-18	15	Canaan station, VT	24/7	24	East Hereford, QC 6 km	54,246	7	6-9	\$ 10.98	\$ 21.19
Highwater, QC	2	24/7	08:00-17:00 M-F	24	12-18	16	North Troy station, VT	24/7	24	Glen Sutton, QC 26.1km	81,210	1,056	6-9	\$ 7.65	\$ 14.67

[illegible]

Annex D
SRPOE Data -

Port Name / Nom du PE	Tier / Niveau	Current Hours of Operation / Heures d'ouverture Traveller / Voyageur	Current Hours of Operation / Heures d'ouverture Commercial	Current Number of Hours of Operation/Heures d'ouverture actuelle Traveller / Voyageur	Framework Suggested Range of Hours of Operation / Heures d'ouverture suggérées selon le cadre	Opposite US POE / PE des E.-U. correspondant	US POE Hours of Operation / Heures d'ouverture du PE des E.-U.	US POE Number of Hours of Operation / Nombre d'heures d'ouverture du PE des E.-U.	Proximity to alternate POE / Proximité d'un PE alternatif	Average Number of Conveyances per Year 2012-2015 / Nombre moyen de moyens de transport par année 2012-2015	Average Number of Commercial Releases per Year 2012-2015 / Nombre moyen d'expéditions commerciales dédouanées par année 2012-2015	Recommended number of FTEs based on framework / Nombre optimal d'ETP selon la structure	Average Cost to Process a Traveller / Coût moyen de traitement d'un voyageur	Average Cost to Process a Conveyance / Coût moyen de traitement d'un véhicule
ATLANTIC / ATLANTIQUE														
Bloomfield, NB	DNR	09:00-17:00 7 days (closed Sundays 11/1-5/31)	09:00-17:00 M-F	8	n/a	Monticello, ME	08:00-16:00 M-Sat	8	Centreville, NB 17km	2,283	5	n/a	\$ 66.31	\$ 108.59
Four Falls, NB	DNR	10:00-22:00 7 days 2nd Mon in Apr. - 2nd Sun in Oct	10:00-22:00 7 days 2nd Mon in Apr. - 2nd Sun in Oct	12	n/a	n/a	n/a	n/a	Andover, NB 31.7km	5,627	10	n/a	\$ 25.04	\$ 38.93
River De Chute, NB	DNR	9:00-17:00/7 days	9:00-17:00 M-F	8	n/a	Easton, ME	8:00-16:00/7 days	8	Centreville, NB 33.8km	3,201	33	n/a	\$ 87.28	\$ 146.12
PRAIRIE / PRAIRIES														
Crystal City, MB	DNR	09:00-22:00 7 days	09:00-17:00 7 days	13	n/a	Sarles, ND	09:00-22:00 7 days	13	Snowflake, MB 22.9km	4,761	103	n/a	\$ 79.66	\$ 134.47
Snowflake, MB	DNR	9:00-22:00/7 days	9:00-17:00 M-F	13	n/a	Hannah, ND	9:00-17:00/7 days	8	Crystal City, MB 22.9km	2,464	20	n/a	\$ 171.97	\$ 242.61
QUEBEC (2)														
East Pinnacle, QC	DNR	08:00-16:00 7 days	08:00-16:00 M-F	8	n/a	Richford, VT	24/7	24	Abercorn, QC 5.8km	9,709	13	n/a	\$ 30.64	\$ 43.76
Glen Sutton, QC	DNR	08:00-16:00 7 days	n/a	8	n/a	East Richford station, VT	24/7	24	Abercorn, QC 11.6km	3,414	0	n/a	\$ 68.70	\$ 112.90

*US POE hours updated as of January 2016

Annex D

Atlantic
Pacific
Prairie
Quebec
SUB- TOTAL
Does Not Rank
TOTAL



PROTECTED A

For information

ENGAGEMENT WITH CHINA

For the Vice President of Programs

PURPOSE

To provide you with an update on the Canada Border Services Agency's (CBSA's) current dealings with its Chinese counterparts and course for future engagement.

BACKGROUND

China is Canada's second largest trading partner and the world's second largest economy with a Gross Domestic Product (GDP) of \$10,355 billion in 2014. There are strong people-to-people ties between the two countries with over 1.5 million Canadian residents of Chinese origin, and well over 68,000 Chinese students at Canadian educational institutions. Data from the Department of Immigration, Refugees and Citizenship Canada (IRCC) indicates that China was the top source country for permanent residents to Canada between 2003 and 2009, and in 2013 it was again the top source for new permanent residents. China has statistically been one of the highest sources of refugee claimants to Canada. Rapid growth, displacement and increased economic inequality in China will continue to work as push factors for Chinese emigration.

– China remains a top priority country for the Government of Canada. Following the change of government this past fall, Prime Minister Trudeau has signaled his desire to improve ties with China and quickly arranged a summit meeting with Chinese leader Xi Jinping on the sidelines of the G20 Leader's Summit this past November in Turkey. There have also been strong indications that Canada is pushing for a Free Trade Agreement with China.

STATUS

CBSA Engagement with China

The CBSA has four Liaison Officers (LOs) stationed in mainland China (Beijing (2), Shanghai and Guangzhou), one officer in Taipei and two in Hong Kong. LOs regularly engage with officials in Ministry of Public Security (MPS), as well as airline personnel to ensure the integrity of travel documents. LOs work with Canadian and Chinese partners on: postal interceptions; joint interdiction and other security training and exercises; removals; human smuggling; and, quality assurance projects for business travelers and visa verifications.

PROTECTED A

The CBSA's primary interlocutors in China are the General Administration of China Customs (GACC) and MPS. The Agency's relationship with China has gained momentum as a result of former President Luc Portelance's trip there in January 2015, with progress being made on a number of fronts as follows:

Customs:

There was agreement in principle to the exchange of expertise and study tours in areas of mutual interest, including training and learning, and to explore the establishment of a Joint Customs Consultative Committee (JCCC) to facilitate the work resulting from the ratification of the Customs Mutual Assistance Agreement (CMAA) in 2015. In addition, GACC and the Agency agreed

In light of these commitments, the CBSA LOs stationed in Beijing have been approached by the Deputy Director General of Training for the Department of International Cooperation within the General Administration of China Customs (GACC) to undertake a study tour of the Agency's training and learning facilities. Additionally, in February 2016, the CBSA LO in Beijing was approached by GACC about a forthcoming request for a visit to the CBSA's National Targeting Center in May, 2016. GACC is also intending to visit the US Customs and Border Protection (CBP) NTC during this same trip.

Immigration/Security:

In January 2015, former President Portelance signed a Letter of Intent (LoI) to support the removal of Chinese nationals who have been deemed inadmissible to Canada. Following the LoI,

In this light, the CBSA is also engaged with China through the Canada-China Working Group which focusses migration integrity issues.

NEXT STEPS

In line with the priorities from the Government of Canada and in concert with our previous commitments, the Agency will continue to engage with China on issues that further our mandate. In the coming year, this will primarily be focused initially on three areas: removals cooperation; training and learning;

<http://www.reuters.com/article/us-canada-china-idUSKCN11V0X0>

Reuters World News | Sun Sep 25, 2016 | 7:24pm EDT

Canada says new border accord with China will speed deportations

TORONTO An agreement signed between Canada's border agency and China will result in the faster deportation of Chinese citizens deemed inadmissible by Canadian authorities, a Liberal government spokesman said on Sunday.

The deal will allow Chinese officials to travel to Canada to interview Chinese citizens considered inadmissible, with the aim of verifying their identities and documents, said Scott Bardsley, press secretary to Public Safety Minister Ralph Goodale. Bardsley said the verification process could otherwise take a long time and had often delayed deportations.

According to Canada's immigration department, those deemed inadmissible include people with criminal records, serious health or financial issues or who have lied on their visa applications.

The agreement, a one-year pilot program, was part of law enforcement accords signed during Premier Li Keqiang's Canadian visit last week.

The border agency agreement, which will not be in place immediately, is similar to one China has with the European Union, and officials from both countries will revisit the matter in November, said Bardsley.

The Chinese Embassy in Canada did not immediately respond to a request for comment.

Both countries are also talking about an extradition treaty, which China has long wanted so it can press for the return of what it says are corrupt officials who fled to Canada. Human rights advocates are opposed, citing what they say is a flawed Chinese justice system.

Canadian Prime Minister Justin Trudeau, elected last year, is trying to improve ties and increase trade with China, the world's second-largest economy, after a decade of rocky relations under his Conservative predecessor.

The countries on Thursday settled a trade dispute and said they would start exploratory talks on a free trade pact.

The countries also signed a memorandum of understanding under which the Royal Canadian Mounted Police and the Ministry of Public Security of China will cooperate to combat a broad range of crimes. Bardsley said the memorandum was a renewal of a similar one signed in 2010 that called for broad cooperation.

(Reporting by Ethan Lou in Toronto; Editing by Peter Cooney)



Canada Border
Services Agency Agence des services
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For information

JOINT BORDER STRATEGY – ACTION PLAN UPDATE

For the President

PURPOSE

To provide an update on the status of the Joint Border Strategy (JBS), a comprehensive plan between the Canada Border Services Agency (CBSA) and the Royal Canadian Mounted Police (RCMP), on joint issues.

BACKGROUND

The CBSA and the RCMP share responsibility for protecting Canada's borders through administration and enforcement of the *Customs Act*, the *Immigration and Refugee Protection Act* (IRPA) as well as other relevant acts and regulations.

On January 31, 2014 the CBSA and the RCMP entered into a Memorandum of Understanding (MOU) as the basis for cooperation between the two organizations in the enforcement of border-related legislation including specific areas of responsibility and related parameters. The JBS was signed in April 2015 by the CBSA President and RCMP Commissioner. While the MOU operationalizes the relationship between the CBSA and the RCMP, the JBS provides the forward vision.

The JBS captures our collective understanding of the threat environment. It establishes a conceptual framework that identifies strategic objectives for which new collaborative activities will be undertaken and provides an overview of current joint organizational interactions. It is our approach for improving coordination and cooperation at all levels through a number of specific activities.

Through the JBS, the RCMP and CBSA have outlined a shared mission: "to ensure Canada's continued security and economic prosperity through strengthening operational and strategic partnerships", with more than 30 recommendations broken down into 35 selected activities focusing on:

- Formalizing working relations for collective priority setting and planning;
- Enhancing information and intelligence sharing;

- Supporting opportunities to co-locate employees;
- Leveraging each organization's existing infrastructure; and
- Formalizing training and secondment processes.

The implementation of the JBS will be monitored through the Joint Executive Committee (JEC)¹ who will provide oversight and strategic guidance and through the Joint Working Group (JWG)² as part of their high-level work plan to strengthen the CBSA-RCMP relationship.

ISSUE

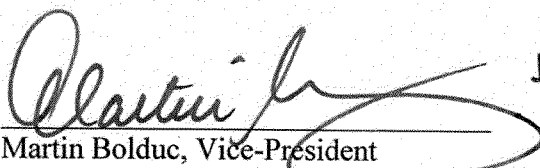
The JBS has not been substantially changed since it was signed in 2014. As a result, it requires an update to align it with changes in both organizations, including changes in personnel and priorities. A joint secretariat has been established to manage the JBS.

STATUS

The CBSA Programs and Operations Branches are coordinating updates to the JBS to make it as effective as possible, including a review of action plan commitment, assigning clear leads for each commitment, and setting realistic timelines. Within CBSA, each Branch has identified executive leads to ensure strategic oversight and effective representation on each commitment.

NEXT STEPS

Once internal discussions are completed this month, a joint RCMP and CBSA meeting will be scheduled to discuss and validate the proposed updates.


 Martin Bolduc, Vice-President
 Programs Branch

JUN 15 2016

ATTACHMENT

1. Way Forward Together - Joint Border Strategy

¹ The JEC is co-chaired by the President of the CBSA and the Commissioner of the RCMP.

² The JWG is co-chaired by the Vice-President, Operations Branch of the CBSA and the Deputy Commissioner Federal Policing of the RCMP.

WAY FORWARD TOGETHER

JOINT BORDER STRATEGY

The Canada Border Services Agency
The Royal Canadian Mounted Police



Government
of Canada

Gouvernement
du Canada

Canada

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the Government of Canada

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Dear Reader,

We are pleased to present the first Canada Border Services Agency (CBSA) and Royal Canadian Mounted Police (RCMP) Joint Border Strategy (JBS).

The JBS is the product of a collaborative effort between the two organizations that will be implemented over the coming months, and governed by our Joint Executive Committee (JEC). The Committee will provide oversight and guidance to those responsible for implementing the Strategy. The JEC will also have the authority to seek report updates on discrete activities that support the JBS, but are managed independently.

Ongoing support and conviction will be key to the Strategy's success. Over the years, the CBSA's and the RCMP's collaborative work has taken different forms, both in the operational and administrative environments. We are committed to ensuring that all efforts are made to continue fostering a long-standing relationship built on mutual respect.

With this in mind, the Strategy captures: our collective understanding of the threat environment; the Conceptual Framework that identifies strategic objectives for which new collaborative activities will be undertaken; an overview of current joint organizational interactions; and, our approach for improving coordination and cooperation at all levels through a number of specific activities.

In order to make this Strategy all encompassing, the RCMP and the CBSA conducted joint regional and national focus group sessions, bringing together various levels of border security experts. To the over 70 individuals who took part we greatly appreciate your participation. Your input was critical in developing the *Way Forward Together* on our agencies' joint mission – *to ensure Canada's continued security and economic prosperity through strengthening operational and strategic partnerships*.

Bob Paulson
Commissioner
Royal Canadian Mounted Police

Luc Portelance
President
Canada Border Services Agency

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I. INTRODUCTION

Securing Canada's border is extremely complex. As one of the longest and most geographically challenging in the world, it has hundreds of land, air and marine Ports of Entry (POEs) with thousands of kilometers between them. Ensuring only the legitimate movement of people and goods into Canada is a daunting responsibility. This is especially true in today's fast-moving environment of international travel, global 'just in time' delivery and the criminal networks that are looking to exploit Canada's border.

The respective mandates of the CBSA and the RCMP enable the two organizations to play leading roles in protecting Canada's border and keeping Canadians safe. With shared border responsibilities comes a fundamental need to work together to oversee the movement of people and goods to and from Canada, investigate offenses, and work with other police and law enforcement agencies within Canada and abroad.

QUICK FACTS

The CBSA and RCMP workforce consists of approximately 14,000 and 29,000 employees respectively.

With this in mind, the President of the CBSA and the Commissioner of the RCMP released a joint *Statement of Cooperation* symbolizing their desire for both organizations to work towards greater cooperation at the strategic, operational and tactical levels. The expectation is that such efforts will result in: reduced interagency gaps; improved communication at all levels; enhanced service delivery to all Canadians; and, ultimately, strengthened border security. To this end, the Joint Border Strategy (JBS) has been created to provide an organizational-wide plan to guide operations,

policies, and priorities in pursuit of our shared objectives.

There are three distinct operational environments, which are captured in the following 'pillars':

- Pillar 1* - Protect Canada's border from threats – pre-border environment;
- Pillar 2* - Safeguard the flow of lawful trade and travel – at the border environment; and,
- Pillar 3* - Ensure safety for all Canadians – post-border environment.

Based on input from focus groups at national headquarters and select divisions/regions, this document provides over 30 recommendations that should, among other things, strengthen relations through a series of tangible and actionable joint recommendations that will:

- Formalize working relations for collective priority setting and planning;
- Enhance information and intelligence sharing;
- Support opportunities to co-locate employees;
- Leverage each organization's existing infrastructure; and,
- Formalize training and secondment processes.

The JBS is being introduced at a time of monumental change. Over the next several years, the CBSA will be investing significant resources to implement many of the *Beyond the Border Action Plan* deliverables, as well as other modernization initiatives. At the same time, the RCMP is re-engineering Federal Policing to build a more agile, integrated and innovative program.

II. OPERATING ENVIRONMENT

Canada's coastline is 243,000 kilometers and is the longest in the world. Our shared border with the United States (US) is close to 9,000 kilometers and cuts through mountains, fields, towns, and large bodies of water. In addition to geographic challenges, there are a number of major issues and developments that impact Canada's border security operating environment, and how law enforcement and border officials must respond. These include:

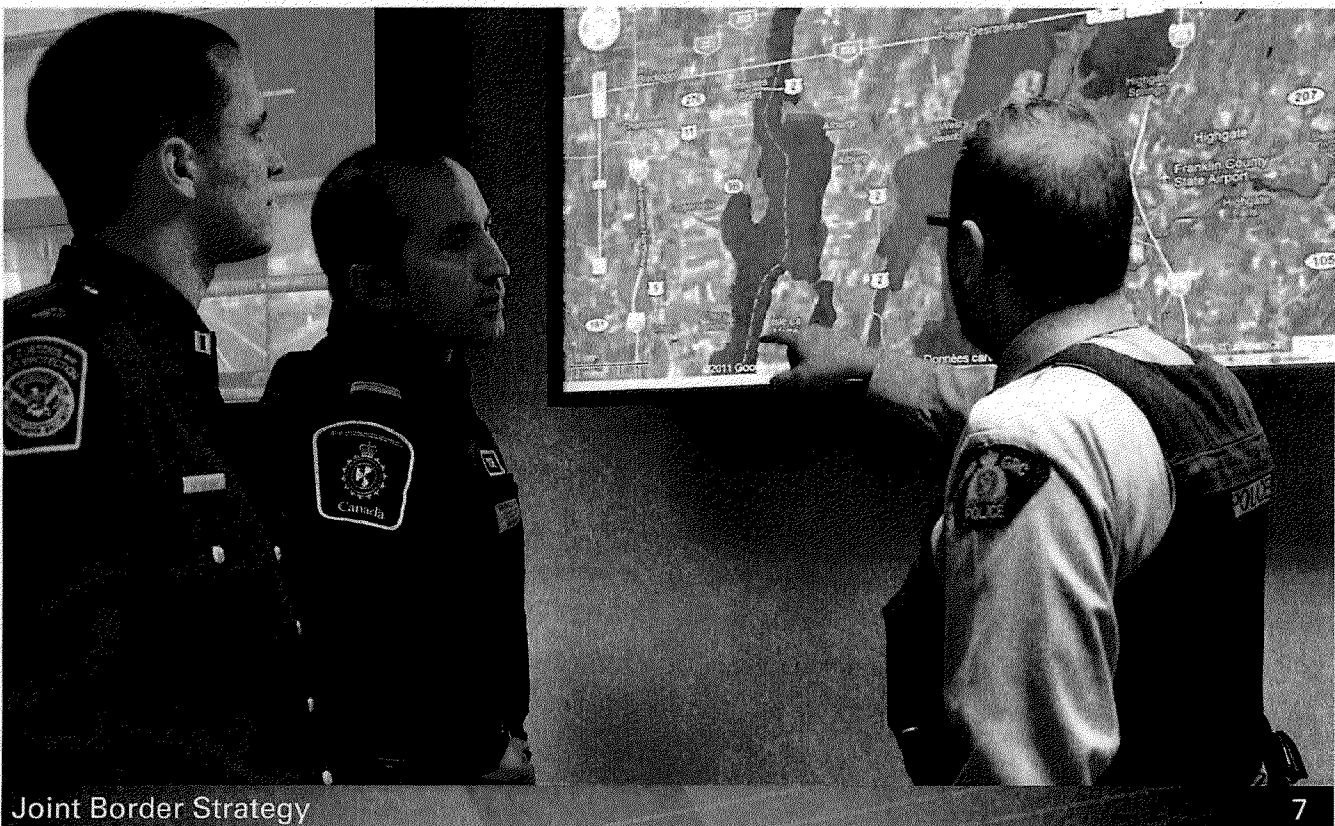
- Due to warming trends and resource development, there is the possibility that Canada's North will become a more accessible and desirable trade route, as a result attracting a transient labour force.
- Canada is experiencing a shift in international travel and trade patterns impacting its POEs, resulting in the CBSA observing a steady increase in the number of travellers processed annually. Of note, commercial aviation plays a critical role in driving economic growth and development, and continues to be the

IN TOTAL THERE ARE:

- 119 land border crossings
- 13 international airports
- 5 major marine container facilities
- Numerous remote, smaller marine ports as well as in-land rail, postal, immigration and commercial operations

fastest developing and most dynamic mode of transportation globally. However, both organized crime and terrorist/extremist networks have increasingly exploited its vulnerabilities as a means to achieving their operational goals.

- Passenger and cargo traffic growth has been the strongest to and from developing regions of the world, notably Africa, Asia, Latin America and the Middle East. This represents a shift from traditional regions, such as North America and Europe, thereby altering the risk landscape.



Joint Border Strategy

- Technology has made it easier for people and businesses to connect and has fundamentally altered the global marketplace. Similarly, these same technological advancements have afforded criminal entities increased access to exploit new marketplaces.

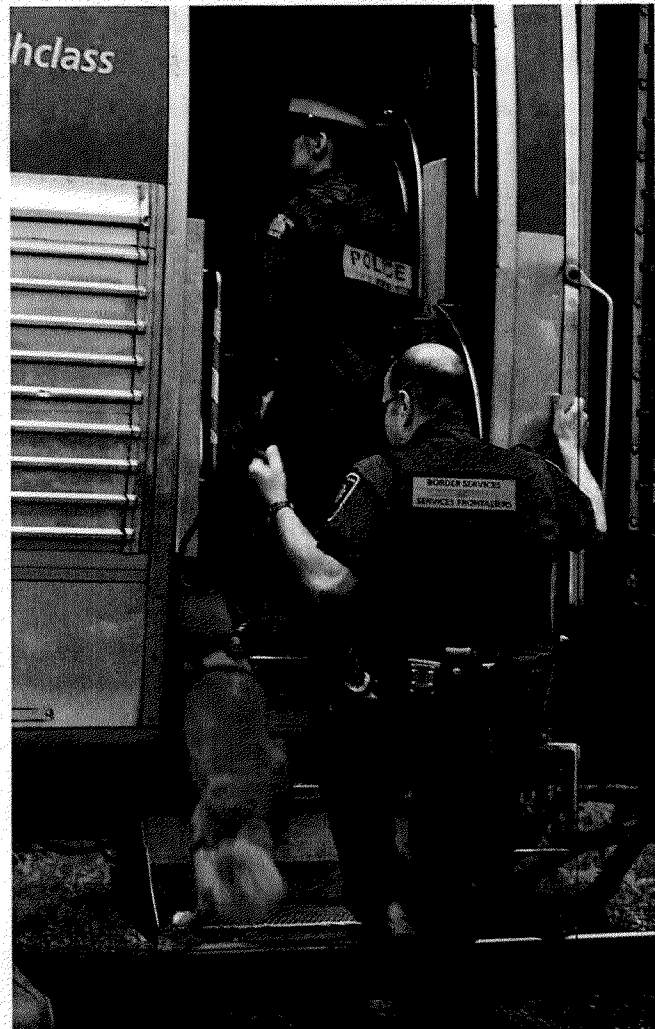
To keep pace, both organizations need to understand and predict how criminal entities will exploit technological advancements in the future. Similarly, innovation and the use of technology will be key to improving our own capabilities to ensure our challenges are met over the long-term.

Organizational change

In response to the continuously changing environment, both organizations recognize the need to adapt, and have taken significant steps to modernize and re-engineer programs and operations.

CBSA Modernization - Over the coming years, the CBSA will be fundamentally transformed as it goes through a process of modernization unlike any other in the history of the organization. Investments made by the Government of Canada through the Beyond the Border Action Plan and other modernization initiatives will improve the CBSA's ability to address issues before they arrive at the border ("push the border out") and assess travellers and goods seeking to enter Canada long before they arrive in the country¹.

RCMP Federal Policing Re-engineering - the RCMP is re-engineering its Federal Policing program to ensure that operations are priority driven and results focused. The model allows for better operational flexibility by realigning operational resources, breaking down traditional commodity-based work, and implementing a



new structure that supports horizontal integration of subject matter expertise pertaining to major files in national security, financial crime, and serious and organized crime. Simply put, Federal Policing re-engineering will better address today's law enforcement challenges, and effectively support national and divisional operational priorities.

III. THREATS TO BORDER SECURITY

The threats impacting Canada's border are evolving at a considerable pace. CBSA and RCMP frontline officers working at and between the POEs have to adapt their responses to address emerging national security threats, transnational organized crime networks, and

¹ <http://www.cbsa-asfc.gc.ca/btb-pdf/menu-eng.html>

shifts in illegal migration patterns. Those working inland to tackle transnational offenses have the added challenge of investigating cases more complex and significant than in the past.

Their efforts have identified a significant trend concerning Canadian-based threats that are heading outbound. In the past, organized crime and national security threats originated abroad, requiring attention mainly to inbound traveller and cargo traffic. Recently, however, terrorism, drug trafficking, and proliferation trends require the RCMP and the CBSA to incorporate outbound travellers and cargo in their investigations and strategies.

Terrorist activity

Terrorism continues to pose a significant threat to Canada, Canadians and Canadian interests abroad. The global terrorist threat - from individuals and groups - is becoming more diverse, complex and decentralized. The RCMP and the CBSA place the utmost importance on counter terrorism activities, and are acutely aware that they play a pivotal role in Canada's aim to counter domestic and international terrorism.

AL-QAEDA SUPPORTED ATTACK THWARTED

In April 2013, following an international multi-agency investigation led by an Integrated National Security Enforcement Team (INSET), the RCMP arrested Chiheb Esseghaier, 30, of Montreal, and Raed Jaser, 35, of Toronto. The men were charged with conspiring to carry out an Al-Qaeda supported attack against a VIA Rail Canadian passenger train. According to the RCMP, had this plot been carried out, it would have resulted in innocent people being killed or seriously injured.

The evolution and increasing support for terrorist activities is highlighted by the increasing number and scope of counter-terrorism investigations. The RCMP and the CBSA continue to monitor a number of concerning trends.

Highlighted terrorism threats

High Risk Travellers

Canada is home to some individuals who are radicalized to violence, who have the intention of travelling abroad to participate in terrorist activities, or possibly carrying out domestic acts of terrorism. Several recent events underscore these national security concerns for law enforcement; most notably, the 2014 shootings at the National War Memorial and Parliament Hill; the 2014 hit-and-run death of a Canadian Forces Warrant Officer; the 2013 arrests of two foreign-born individuals living in Canada and accused of plotting to blow up a VIA passenger train; and, the suspected involvement of Canadians in the 2013 Algeria gas plant attack.

Canadians who desire to travel abroad for terrorist purposes, known as high risk travellers, are active in a number of countries where terrorist activities and training are being carried out (e.g. Syria, Iraq and Somalia). The Government of Canada recognizes that no single department or agency can combat this issue, and has embraced collaboration and collective action to manage this threat. Canada's response is based on coordinated interdepartmental actions that leverage the capabilities of different departments and agencies to intervene at different stages. Collaborative efforts among security partners, such as joint actions by the CBSA and the RCMP, have successfully mitigated such threats, including preventing Canadians from leaving the country to participate in terrorist activities.

Proliferation of Weapons of Mass Destruction (WMD)

As leaders in scientific research and advanced technologies, Canadian industries, as well as learning and research institutions, have access to a vast array of strategic and/or controlled goods, which are used for legitimate purposes. These goods include chemical, biological, radiological, nuclear and other sensitive goods², and can be targeted by proliferators for illicit use (e.g. countries that cannot produce or legally acquire the technology, such as Iran, North Korea, rogue states and groups). The potential proliferation of dual-use goods and technologies for WMD programs represents one of the most serious threats to global security and stability. Rogue states, terrorists and other criminals who strive for the ability to cause extensive and large-scale harm to societies and populations utilize many means to obtain these advancements, in whole or in part.

In 2010, a Toronto businessman, Mahmoud Yadehari was convicted of attempting to ship to Iran highly specialized, controlled equipment that could be used to enrich uranium and make nuclear weapons.

Yadehari's arrest took place on April 16, 2009, following a joint Canada-US investigation, involving the RCMP and the CBSA. It was the first conviction under the Nuclear Safety and Control Act, and the first Canadian to be charged under the United Nations Act which prohibits sending nuclear-related devices to Iran.

In addition to the national security threat posed by proliferation, there are economic interests that could be damaged if counter-proliferation efforts in Canada fall short. Under the Canada-US *Defence Production Sharing Arrangement*, Canadian companies are eligible to bid on

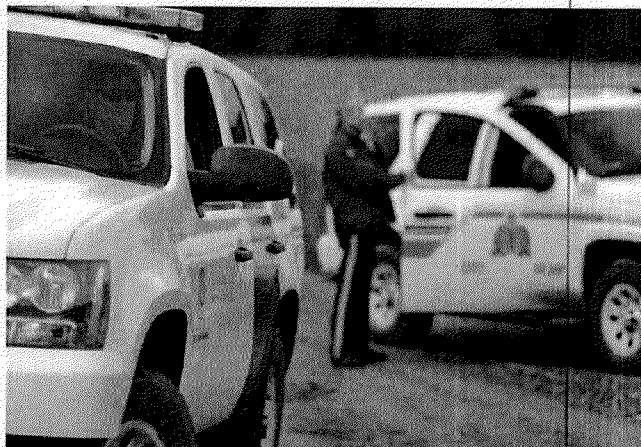
² Includes electronics, armaments, biotechnology, and related knowledge transfer.

major US military contracts, provided Canada continues to be viewed as a safe country with which to share sensitive information. Failure to protect those interests would have a negative impact on Canada's reputation and economy.

Serious and organized crime

The most prolific illegal activities involving our border are carried out by organized crime networks and criminal entrepreneurs. Recent threat assessments indicate that the number of these groups using the border as a conduit for moving contraband and conducting other illegal activities is increasing³.

The predominant illegal activity favoured by these groups is *drug smuggling and trafficking*. Illicit drug movement trends worldwide influence the evolving threat at Canadian borders. For example, the expanding heroin trade in Afghanistan is expected to increase smuggling activity at Canada's border. The supporting evidence is the growing number of heroin shipments originating in Afghanistan that are being seized en route to Canada. In addition, in the last two years, an increasing number of cocaine shipments en route from Canada to Australia have been seized in both countries. As cocaine consumption continues to rise in Asia, the threat of outbound cargo or passenger mule cocaine shipments is expected to grow.



³ The predominant increase is among criminal entrepreneurs.

Another valuable commodity exploited by crime groups is contraband tobacco. Organized crime is involved in all aspects: production, distribution, smuggling, and trafficking. While some view the tobacco black market as harmless, it is not. The profits are often used to finance other illicit activities, such as firearm smuggling, synthetic drug production, and human trafficking. In 2013, at Canada's POEs, CBSA seized over 40,000 cartons of contraband cigarettes and over 220,000 kg of other illicit tobacco products (e.g. cigars, water-pipe tobacco, etc). While contraband tobacco is entering the country from various locations, annual studies and law enforcement seizures support the conclusion that the contraband tobacco market is concentrated in Ontario and Quebec. Of note, in the same year, approximately 88% of the RCMP's cigarette seizures took place in this region.

In March 2012, two cigarette manufacturing machines and supplies were seized in Mississauga, Ontario, in a joint operation conducted by the RCMP, the CBSA, and the Ontario Ministry of Finance. Additionally, another investigation in the Hamilton-Niagara region in August 2012, led to the seizure of contraband cigarette packaging materials that could have been used to produce more than two million cigarettes.

Organized crime groups, as well as individuals, are front and centre in the *trafficking of persons*. Very different from human smuggling⁴, traffickers recruit, transport, transfer, and harbour persons by use of force or other forms of coercion and deception for the purpose of exploitation. Traf-

⁴ Human smuggling is the procurement, in order to obtain, directly or indirectly, a financial or other material benefit, of the illegal entry of a person into a state party of which the person is not a national or permanent resident. (UN Protocol Against the Smuggling of Migrants by Land, Sea and Air, 2000)

ficked persons are always deprived of liberty when they arrive at their destination, whereas smuggled migrants are free to go on arrival. Trafficked victims in Canada are often women and children and exploited typically for sexual purposes or forced labour. Those most at-risk of falling victim to this crime include migrants and new immigrants, those who are socially and economically disadvantaged, Aboriginal females, youth and children.

People who are trafficked in Canada can be Canadian citizens, permanent residents, or foreign nationals. Both organizations are aware of non-Canadian victims who have been trafficked to Canada from countries in Asia, Africa and Eastern Europe.

Criminal networks and individuals also exploit *intellectual property rights* with the manufacturing and global distribution of pirated and counterfeit goods. These items pose serious safety concerns. Investigators have found imitation safety labels on electrical products, counterfeit pharmaceuticals, and fake aircraft parts. Counterfeiters benefit from expanding their foreign markets and will use land, air, marine, postal and courier modes to move their illicit products from one country to another to unsuspecting consumers.



Much like legitimate enterprises, organized crime networks do not solely focus on one particular activity. They are involved in multiple moneymaking schemes, including any possible combination of described criminal activities such as gun smuggling, human smuggling, and various types of fraud. In order to effectively move their illegal goods across the border undetected, these networks/individuals respond quickly to law enforcement pressure by altering their methods, modes and routes.

Highlighted OC threat: illegal and mass migration

Canada has long been identified as a desirable place to live and work. The recent global economic slowdown has amplified Canada's prosperous status among first world countries. Consequently, there has been a significant shift in illegal migration patterns impacting Canada - a trend often orchestrated by organized crime groups. One example is the surge in refugee claims from Eastern Europe. Investigations have revealed that many of the claimants have been recruited and transported by well-established, internationally-connected crime groups.

Ottawa, June 25, 2012

The federal government has commended the RCMP and the CBSA for their vigilance and diligent work in the latest arrest in the MV Sun Sea case. The MV Sun Sea was a migrant vessel that brought 492 irregular migrants to Canada in August of 2010 as part of a migrant smuggling event.

Another involves the more highly publicized mass migration by boat in 2009 and 2010. Two large cargo vessels originating from Asia landed unannounced on the shores of British Columbia, carrying hundreds of indi-

viduals seeking asylum. In between land and marine POEs, groups are caught crossing the border in order to seek illegal entry. Furthermore, at POEs individuals destroy their identification before presenting themselves to a CBSA officer.

Canada will likely remain a target destination for illegal migrants, with only traditional source and transit countries likely to change. Increased information sharing among intelligence and enforcement agencies, along with the increased use of biometric identity verification, will only grow in importance in supplying valuable data regarding the transnational movement of foreign nationals.

IV. CURRENT COLLABORATIVE EFFORTS AGAINST BORDER THREATS

The RCMP and the CBSA recognize that success is linked to our ability to work cohesively and with a sustained effort. For that reason, we must find ways to address our differences in training, operational policies, equipment standards, technological compatibility, and organizational culture - all surmountable with commitment and good will. The focus group sessions conducted nation-wide highlighted a mosaic of joint efforts and best practices to be built upon, including co-locations, integrated teams, specialized partnerships, and leadership support. These current collaborative efforts support the common objectives outlined in the Strategy's Conceptual Framework, and are a starting point for future development.

Co-locations/integration

Integrating and co-locating long-term operational teams has many benefits, including information sharing, real-time communication, and combining multi-disciplinary skill sets, all resulting in expedited investigations.

With these benefits in mind, joint and/or multi-agency initiatives involving the CBSA and the RCMP are in place across the country. Examples include the Integrated

Border Enforcement Teams (IBET) located in regions along the Canada-US border; the terrorism-focused Integrated National Security Enforcement Teams (INSET) located in major cities; and the Marine Security Operations Centres (MSOC) on the east, west and Great Lakes, all generating situational awareness, actionable intelligence and/or undertaking operations. Other arrangements demonstrating our collaborative work together include:

Interchange Agreement – A RCMP officer or CBSA officer can either be assigned a specific position or rotate through various positions at the other organization for a specified period.

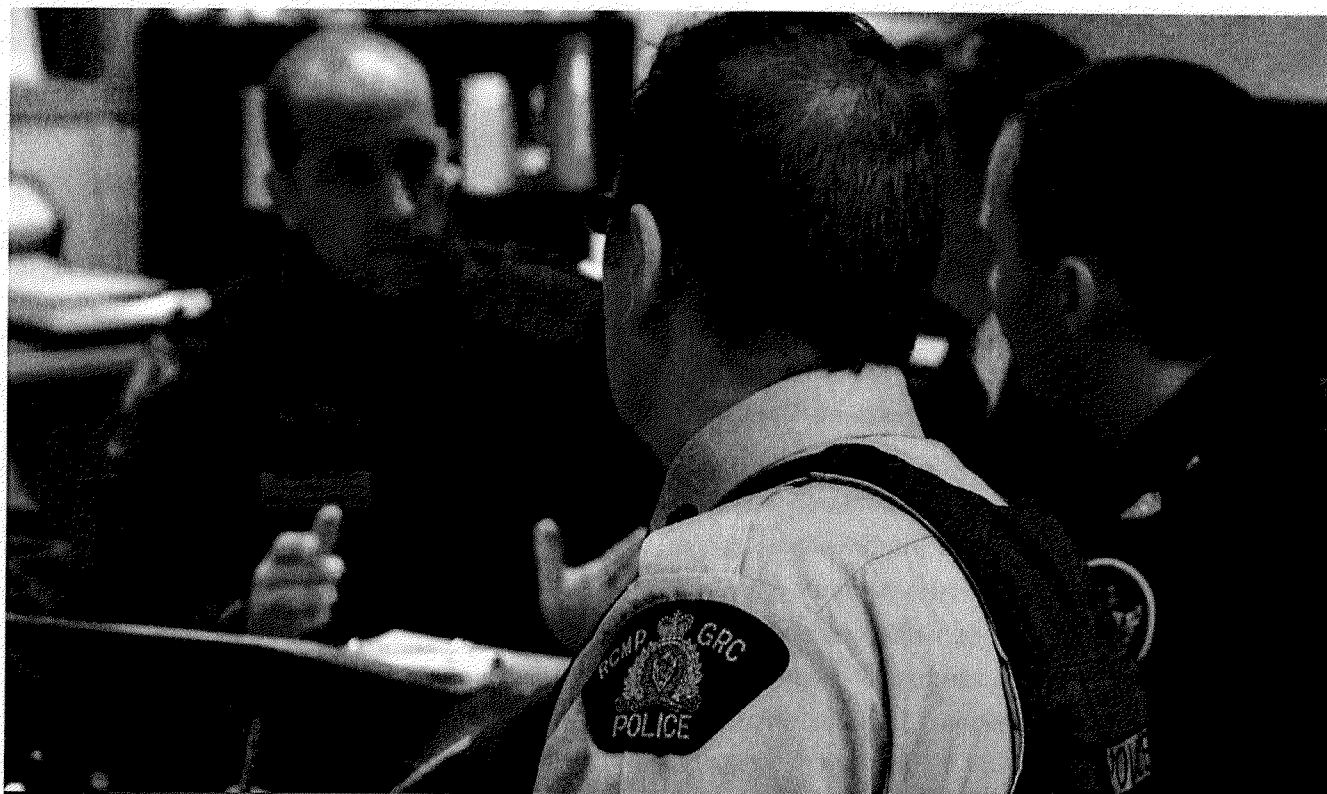
Project-based work – At National Headquarters, joint initiatives at the national level are regularly being considered and implemented to forge new responses to border security threats that would benefit from a collaborative effort. For example, the N19 project has been designed to exchange information about certain

travellers of interest from the 19 selected countries of concern in real time to assist the two organizations in preventing possible entry by individuals who may pose a threat to the security of Canada before they arrive. This collaboration has the potential, in the long-term, to improve how our two organizations work together in using our respective mandates to detect terrorist travel.

Ad-Hoc Working Relations – In some communities that are situated close to the Canada-US border, the CBSA and the RCMP have long-standing working relations where resources are automatically combined to respond to an emerging border issue. In these cases, the RCMP may supply information that the CBSA can use at a POE, or the CBSA may have information that assists the RCMP between the POEs.

Specialized partnerships

The Greater Toronto Area Immigration Task Force (ITF) is a joint forces unit focused on apprehending high-risk migrant fugitives, with members from the RCMP,



the CBSA and the Provincial Repeat Offenders Parole Enforcement squad. The team, co-located at Pearson International Airport in Toronto, works closely with other police departments and partner agencies to apprehend high-risk migrant fugitives through daily cooperation, collaboration and the effective use of intelligence. As the targets try to evade detection, the ITF is able to access various support units of the RCMP, such as Emergency Response Teams and Police Dog Services to help locate these individuals. The ITF members also undertake joint tactical training together, and have made on average 120 arrests of wanted persons per year - the vast majority being individuals who have committed serious crimes in Canada or in another country.

Since its inception, the ITF has made approximately 3,000 high-risk migrant fugitive apprehensions, including individuals who were on Canada's Most Wanted list.

National and leadership support

The CBSA President and the RCMP Commissioner have committed to enhancing collaboration between the two organizations by signing the *Joint Statement of Cooperation (JEC)* in 2012. This is the first senior level commitment of its kind between the two organizations. As an extension of this commitment, the Joint Executive Committee (co-chaired by the President and the Commissioner), and the Joint Working Group (JWG) (co-chaired by the RCMP Deputy Commissioner of Federal Policing and the CBSA Vice-President, Operations Branch) have been formed to provide ongoing leadership and guidance to collaborative efforts between the CBSA and the RCMP at the NHQ and the divisional/regional levels. In addition, negotiations are currently underway to consolidate the 120 existing written collaborative arrangements into one Memorandum of Understanding between our two organizations. This will: ensure na-



tional consistency; better manage the complexity of our roles and responsibilities; and, provide direction when interpreting legislation related to our mandates.

In an effort to be more inclusive, and keep senior leaders apprised on each other's plans and priorities, the RCMP invites CBSA executives, when appropriate, to attend the National Integrated Operations Council (NIOC).

V. THE CONCEPTUAL FRAMEWORK

To help frame a discussion that allows for a critical assessment of our current and future working relationship, a Conceptual Framework was developed with three distinct operational environments, or strategic

pillars. By focusing our attention on these pillars, while considering the right enablers, the CBSA and the RCMP will be able to address existing gaps in their working relationship and leverage the changes undertaken by both organizations.

Pillar I - focuses on preventing, detecting, denying and disrupting the criminal exploitation of Canada's border. As such, the CBSA and the RCMP will address threats to Canada's borders, whether they are terrorism, organized crime or a nefarious individual's activities. This can be achieved by confronting the threats before they reach Canada's border, as often as possible. Work needs to be undertaken to find the source of priority threats, and then strategies to mitigate and interdict need to be put into action.

Pillar II - requires collective efforts be made to safeguard and encourage the efficient flow of lawful trade and travel. The CBSA and the RCMP will focus on balancing security concerns with economic imperatives by screening goods and people earlier in the continuum, enabling more efficient processing. The RCMP's investigative tool box will be enhanced with more timely information on travellers, cargo and those operating within the global supply chain.

Pillar III - broadly addresses the need for the CBSA and the RCMP to ensure community safety for all Canadians. Together, the organizations will enhance targeting of individuals in Canada that are involved in domestic or international crime or pose a threat to national security, with a border nexus. While the RCMP/CBSA partnership is key, they will also need to leverage their relationships with others to improve their capabilities, not only with fellow law enforcement and government entities, but also with communities and citizens.

The ability to realize the strategic objectives requires manoeuvring through a complex system of enablers. It will take the efforts of both the CBSA and the RCMP to leverage the right enablers to achieve discrete and overall success. This includes: influencing ongoing partnerships; using information and intelligence collectively within the parameters of respective authorities and legislation; augmenting available technology and current interoperability; utilizing current infrastructure and resources; and ensuring that joint training and learning is provided to staff. A depiction of the Conceptual Framework can be found in Appendix A.

While current collaborative efforts are critical to the foundation of the Framework, putting the JBS into action requires the identification of select new joint border security initiatives for implementation.

*The Strategy will result in "reduced interagency gaps; improved communication at all levels; enhanced service delivery to all Canadians; and ultimately, strengthened border security".
President of the CBSA and Commissioner of the RCMP - Statement of Cooperation.*

VI. MOVING FORWARD - TOGETHER

In building on the good work and innovative ideas of the CBSA and the RCMP in keeping Canada's border secure and trade flowing, there is recognition that as threats and the current environment evolves, there is more to do.

As evident from the nation-wide consultations, we must strive to proactively and attentively foster and maintain new activities in the *pre*, at and post border environments. In the 21st century, and for reasons described earlier, border security efforts require more than only focusing enforcement activities on "a line on the map". For these reasons, the CBSA and the RCMP will seek to implement the following selected activities.

Enhancing the integrated liaison officer networks

CBSA and RCMP Liaison Officers (LOs) are located around the world, including South America, Europe, Africa and Asia. The LOs play a vital role by directly engaging with international bilateral and multilateral partners on border integrity efforts. This includes a range of pre-border activities in matters of illegal migration, national security, criminal activities, intelligence, fraud detection, and supply chain security.

The deployment of LOs by both organizations has proven to be very effective in protecting Canadians and Canadian interests. However, the number of officers deployed abroad is limited due to cost. As such, considerations should be given on how to enhance collaboration between the two LO networks, in order to better serve the interests of both organizations within the border security nexus.

Further enhancements to the LO networks include:

- Outlining clear expectations of roles and responsibilities between the two LO networks;
- Developing further collaboration in locations where both organizations are deployed;
- Ensuring that LOs are cognisant of key priorities of their counterparts through formal briefings;
- Reviewing and amending policies to ensure LOs are not restricted when working together - to co-manage customs, immigration or criminality matters;
- Exploring opportunities to conduct joint field activities within areas of shared responsibility;
- Conducting joint assessments to determine locations for potential LO deployment (e.g., Detroit, US); and
- Providing LOs with joint deployment training.



Joint federal policing strategic policy planning and operational priority setting

The CBSA and the RCMP Federal Policing carry out planning and priority setting at the national (NHQ) and divisional/regional levels. Since the mandates of the CBSA and RCMP do overlap at times, such processes would be better informed through improved integration.

While both organizations are structured around a model based on functional expertise and programs, the planning and priority setting processes are different. The CBSA applies a national consistency in program delivery, positioning NHQ to understand, monitor and control the direction, costs and performance of all programs. The RCMP's recent federal policing re-engineering initiative horizontally integrates functional expertise from across old program lines, allowing the divisions, in collaboration with NHQ, to set and carry out their priorities based on criminal networks. NHQ then remains involved throughout the year in the highest prioritized operations that are national or sensitive in nature.

Better integration in planning and priority setting within the border context would improve mutual capabilities for responding in a timely manner to changing threats by:

- Ensuring that both organizations have the ability to inform the operational priority setting of the other;
- Ensuring each organization's operational priorities are communicated and understood at the national and divisional/regional levels;
- Mandating a formal consultation process during each organization's joint strategic policy planning process at the NHQs;
- Identifying threats early through regular intelligence working group discussions whereby risk abroad can be identified collectively, as well

as considerations on how to respond to these risks (countries, migrant groups, and criminal networks) can be discussed;

- Formalizing regular de-confliction meetings at the divisional/regional level; and,
- Re-examining the traditional way of measuring success, which has been focussed on commodity seizures to help improve joint priority setting.

Ensuring consistency in international fora

Both organizations represent their interests in various international fora. In numerous instances, both organizations have representation at the same fora, and would benefit from going forward with consistent messaging. In other instances, where only one of the organizations is in attendance, it could be beneficial to provide some messaging on the other's behalf, when agreed to in advance.

In order to ensure that both organizations make the most of their opportunities when speaking with key international border security stakeholders, it is important that:

- Those attending international events meet in advance with impacted Government of Canada counterparts to enhance awareness of the various positions and, where possible, develop consistent messaging;
- Both organizations work together to influence the Department of Foreign Affairs and Trade Development and the Department of National Defence when they determine where international capacity building funds are allocated; and
- Officials from both organizations share the knowledge gained from international fora.



Information and intelligence sharing

The CBSA and the RCMP collect and rely on a vast amount of information and intelligence to support their operations and investigations. The ability to collect, access and share critical data with key partners allows for more successful investigations through information corroboration, advanced risk assessments and the collection of evidence.

The CBSA and the RCMP share information within their authority while respecting Canada's privacy laws. With criminals using the most technologically advanced tools, the CBSA and the RCMP need to be able to keep pace by ensuring that they have the technical tools and legislative means to legally intercept communications and share information.

Steps will be taken to address these issues by:

- Completing the Memorandum of Understanding Annex on Information Sharing;
- Consulting and sharing information with respect to the development of intelligence policies and techniques;
- Developing creative solutions to allow for the sharing of information between agency and policing systems (e.g. the Automated Criminal

Intelligence Information System); and

- Providing the RCMP Border Integrity Operations Centre (BIOC) access to the CBSA Telephone Reporting Center's (TRC) real-time data to cross-reference whether vessels are compliant in cross-border marine traffic.

Co-location and secondment opportunities

One of the most common success stories obtained from the regional focus groups came when discussing the benefits that arise when employees from one organization are co-located either in the other organization or on a Joint Task Force. They gain a better understanding of one another's roles and responsibilities, how information and intelligence can be shared, and have increased accessibility to individuals and systems required to facilitate operations.

The primary limitations of co-locating an officer in the other organization invariably relate to a question of resources and managerial support. Although the benefits are not always intrinsically linked to the home agency (e.g. Departmental/Agency mandate), according to the individuals on the teams, the value of their contributions to advancing border security efforts far outweigh the costs.

In order to realize the benefits associated with co-location/secondments, the CBSA's and the RCMP's senior management will endeavor to:

- Establish a simultaneous inter-agency exchange initiative, with assignments and secondments at the national and divisional/regional levels in intelligence, operational and strategic functions;
- Provide a list of the key competencies being sought for a position and ensure that the host organization participates in the final selection process for personal suitability reasons;

APPENDIX A

CBSA - RCMP Joint Border Strategy - Conceptual Framework

MISSION : The CBSA and the RCMP are ensuring Canada's continued security and economic prosperity through strengthening operational and strategic partnerships.			
STRATEGIC PILLARS			
	Prevent, detect, deny and disrupt criminal exploitation of Canada's border	Safeguard and encourage the efficient flow of lawful trade and travel	Ensure community safety for all Canadians
OBJECTIVES	<ul style="list-style-type: none"> • Push out the border and address priority threats at their source, including terrorism and organized crime • Employ enforcement strategies against pathways through which illegal migrants and contraband flow and transnational organized crime operates • Interdict contraband and illegal migrants circumventing Canada's border controls 	<ul style="list-style-type: none"> • Enhance security while simultaneously accelerating the entry and exit process • Screen goods and people at the earliest opportunity to facilitate entry and exit at the border • Strengthen the security of the global supply-chain 	<ul style="list-style-type: none"> • Target the heads of organized crime in Canada that are involved in transnational crime and/or pose a threat to international security • Identify, interdict and remove foreign nationals who pose a threat to national security and/or public safety • Leverage domestic and international partners • Solicit cooperation and engagement with communities to enhance the security of Canadians
ENABLERS	PARTNERSHIPS - Build on ongoing collaboration with international and domestic partners to identify threats, understand trends, and mitigate risks		
	INFORMATION & INTELLIGENCE - Leverage expertise related to integrated cross-border intelligence gathering and information sharing capabilities		
	TECHNOLOGY & INTEROPERABILITY - Facilitate integration of existing and future technology		
	INFRASTRUCTURE & RESOURCES - Leverage joint training facilities and resources to ensure efficient operations		
	TRAINING AND LEARNING - Train front-line officers and decision-makers to recognize risks and threats related to cross-border and transnational crime		
	LEGISLATIVE TOOLS - Ensure that Canada's legal framework supports operational requirements and commitments		
	JOINT COMMUNICATIONS - Harmonized communications will keep Canadians informed.		

- Ensure that secondment/assignment MOUs are drafted in such a manner as to allow seconded officers sufficient flexibility to conduct work that may not appear to be directly linked to their departmental mandate, while still linked to border security;
- Identify a means to measure success that takes into account the results obtained from long-term investigations; and,
- Ensure those that are on secondment stay for the duration of the agreement.

Joint force operations

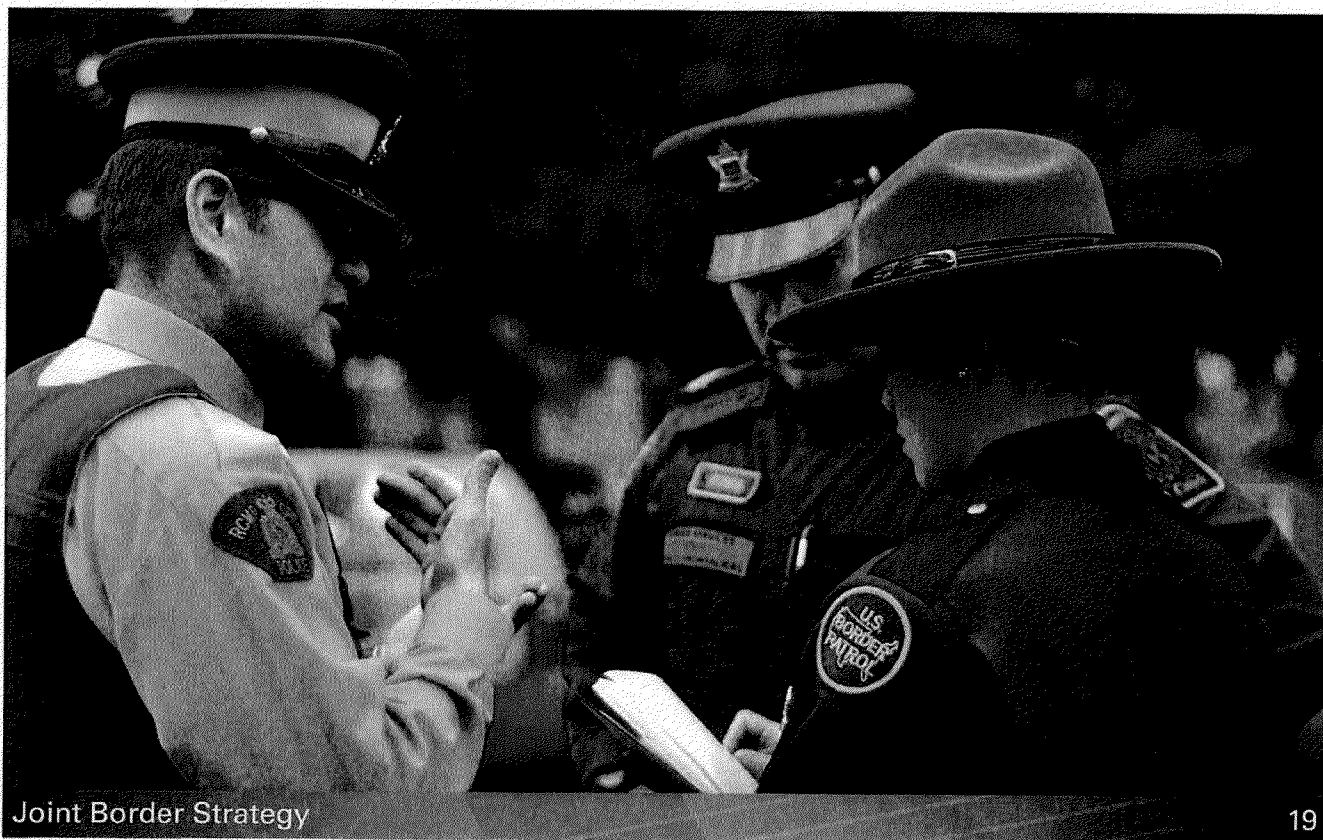
In addition to the benefits noted above with secondments and co-location, the use of Joint Force Operations (JFO) has the added benefit of focussing on agreed-upon targets that are known to pose a threat/risk to Canada. These groups have been operating for some time and, when functioning as a cohesive unit, garner significant success.

In order to ensure that JFOs are used to their full extent, senior management will support:

- Exploring how the CBSA could have a larger role in integrated enforcement team operations in order to advance its customs and immigration mandate;
- Developing joint operations that target specific risks based on RCMP and CBSA intelligence (similar to Project Concept);
- Examining the possibility of expanding the use of successful joint task forces to additional regions (e.g. mirroring the Greater Toronto Area Immigration Task Force in Vancouver and Calgary).

Training and learning (enabler)

Cross-training, integrated discussions and courses are important for better understanding of each other's authorities and roles and responsibilities, and are a valuable resource for networking and learning new skills from like-minded experts (e.g. how to conduct searches, major case



management, scenario-based table top exercises, etc). The CBSA and the RCMP will:

- Create a list of training opportunities that would be of benefit to the other (e.g. CBSA techniques when searching vehicles, RCMP process of de-stuffing containers) and make this training available to both organizations;
- Offer training to those who have the basic competencies, but lack specific skills/traits;
- Conduct Joint Annual Workshops at the divisional/ regional and national levels, as well as between the LO networks to discuss and learn about developing issues and challenges, which is also useful for networking and making new contacts; and,
- Develop joint deployment training for LOs on issues that relate to both mandates.

Joint communications (enabler)

Both organizations devote significant time and resources to ensure that Canadians and border communities are engaged and kept apprised of the work that we do to keep Canada safe. Joint efforts need to be augmented to ensure that information going out to the public is timely and accurately reflects the messaging of both agencies.

Improvements can be made by:

- Conducting joint community outreach, including "knock and talks"; and,
- Increasing timely releases of joint communications material, by developing a standard approval sign-off process with timelines for Ministerial and local deliverables to minimize lag time between events and the release of information.

VII. ACCOUNTABILITY & CONCLUSION

The timelines for implementation of each initiative are at the discretion of the JEC. It will be the overseeing body and will request updates on each discrete activity, as required. JEC cannot achieve the ultimate outcome of the Strategy alone. Its success can only be realized if the partnership continues to be strengthened by active, positive engagement of each frontline and administrative officer, as well as at all levels of management. The Strategy is simply a tool that can be leveraged to foster the relationship further.

As previously stated, the JEC and the JWG will provide oversight, input and clarity on the implementation of the recommendations, while supporting administrative functions will ensure timely updates. NHQ and divisional/regional committees, and those who support/ coordinate their work, will be responsible for reporting on results to the JWG and the JEC, and help drive the Strategy forward. While some of the initiatives listed above will be led and coordinated by NHQs, continued divisional/regional participation will be necessary to ensure success.

In conclusion, the CBSA and the RCMP bring together complementary strengths, making Canada's border more secure and citizens safer. Securing the border in the 21st century, however, is an enormous undertaking, and border security solutions must be uniquely tailored to address the evolving threat environment and the specific gaps and vulnerabilities, yet remain flexible enough to rapidly respond to the displacement of criminality.



Canada Border
Services Agency

Agence des services
frontaliers du Canada



CBSA Trends Report

April 2015

July 2015

Data Analytics Division

Global Border Management and Data Analytics

Directorate

Programs Branch

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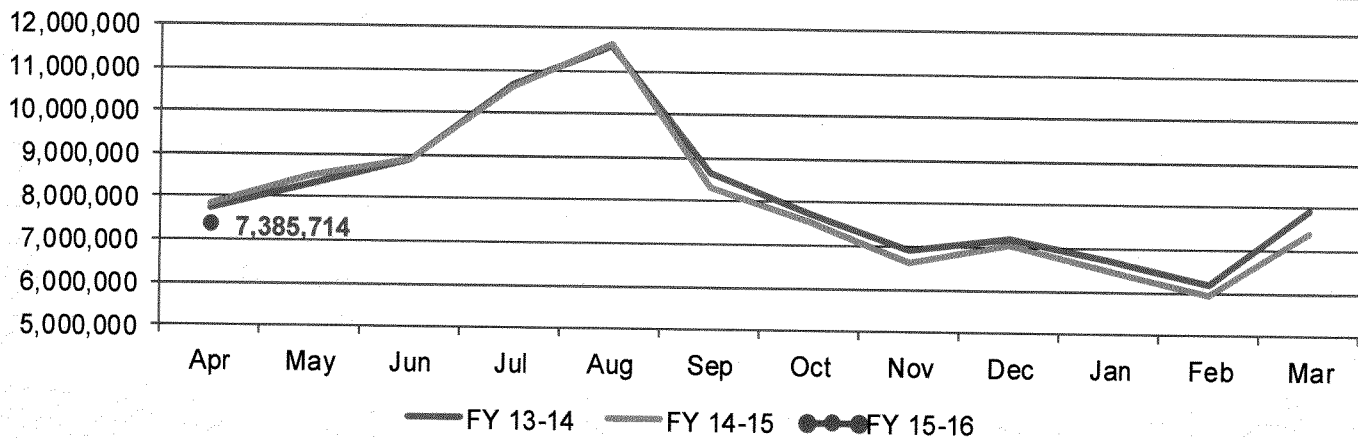
PROTECTION • SERVICE • INTEGRITY

Canada



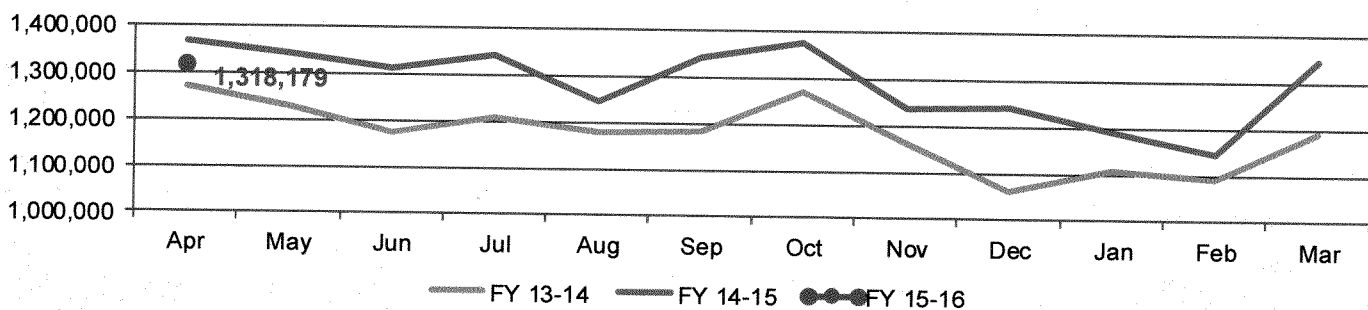
Highlights

Travellers



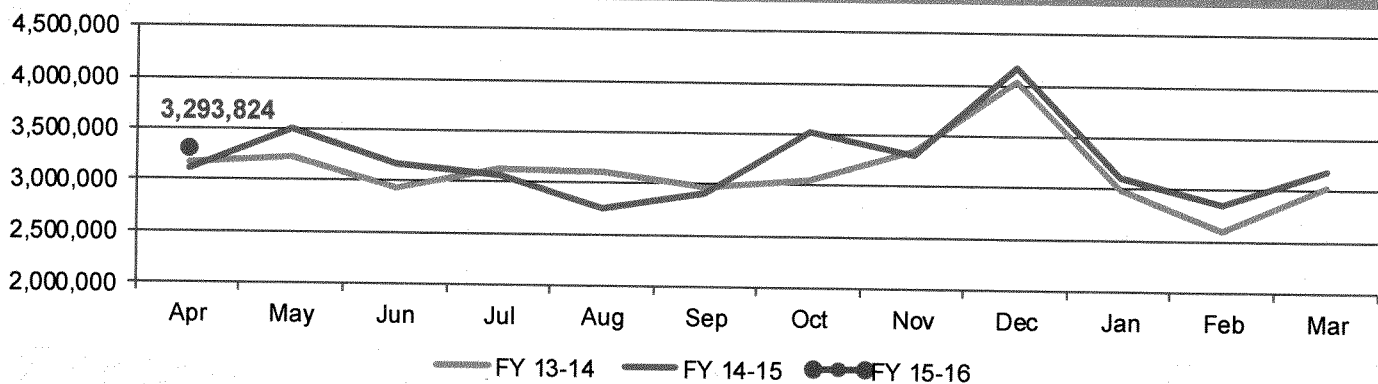
There were 7,385,714 travellers processed in April 2015. This was a **5.74% (or 449,655) decrease** when compared to volumes from April 2014. Highway travellers decreased by 11.90% (or 638,855), while air travellers increased by 4.44% (or 109,185).

Commercial Releases



There were 1,318,179 commercial releases in April 2015. This was a **3.67% (or 50,205) decrease** when compared to volumes from April 2014.

Courier

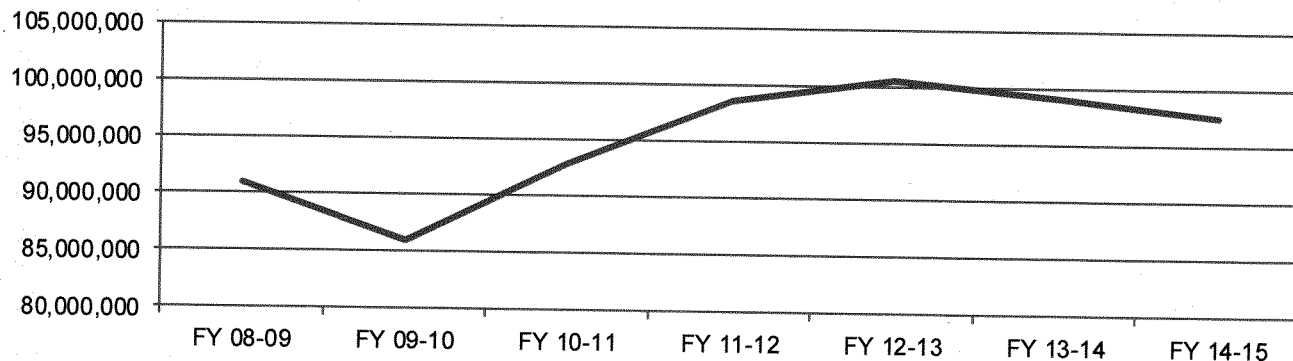


There were 3,291,813 courier shipments in April 2015. This was a **5.90% (or 183,294) increase** when compared to April 2014.

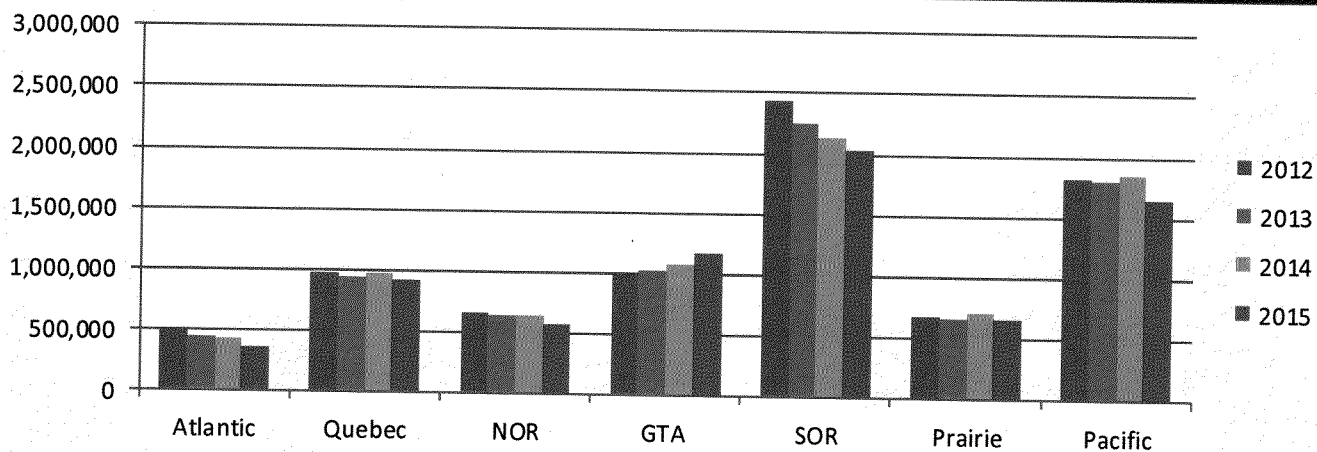


Travellers—All Modes

Annual Trend



Comparison by Region—Current Month



There were 7,385,714 travellers processed in April 2015. This was a **5.74% (or 449,655) decrease** when compared to traveller volumes from April 2014.

All regions, with the exception of the Greater Toronto Area (GTA) have processed fewer travellers when compared to April 2014. The largest decrease in total traveller volumes occurred in the Pacific Region with 198,395 (or 10.68%) fewer travellers when compared to April 2014.

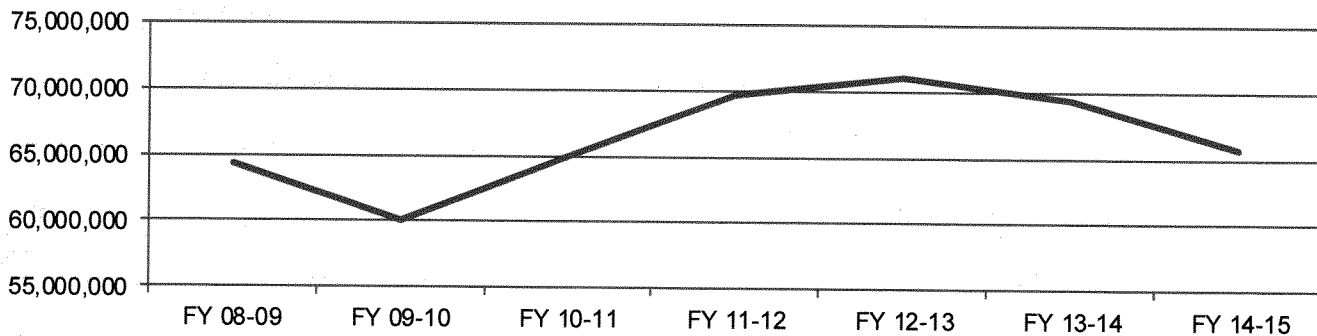
The Greater Toronto Area processed 94,825 (or 8.78%) more travellers when compared to April 2014.

Total Traveller Volumes				
Region	April 2014	April 2015	Difference	% Change
Atlantic	429,226	361,465	-67,761	-15.79%
Quebec	978,227	926,452	-51,775	-5.29%
NOR	640,217	573,196	-67,021	-10.47%
GTA	1,079,584	1,174,409	94,825	8.78%
SOR	2,138,817	2,030,871	-107,946	-5.05%
Prairie	711,723	660,141	-51,582	-7.25%
Pacific	1,857,575	1,659,180	-198,395	-10.68%
National	7,835,369	7,385,714	-449,655	-5.74%

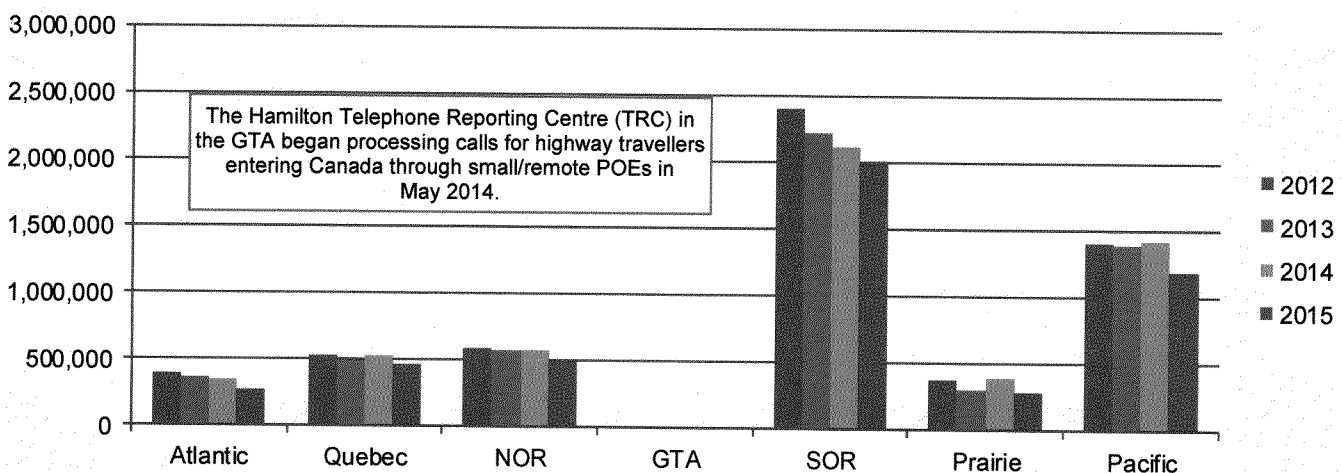


Highway Travellers

Annual Trend



Comparison By Region—Current Month



There were 4,731,754 highway travellers processed in April 2015. This was a **11.90% (or 638,855) decrease** when compared to volumes from April 2014.

All regions, with the exception of the Greater Toronto Area (GTA), have processed fewer highway travellers when compared to March 2014. The largest decrease in highway travellers was found at Douglas with 13.49% (or 60,964) fewer travellers when compared to April 2014.

Despite Southern Ontario's regional decrease in highway travellers, Detroit Windsor Tunnel processed 14.89% (or 40,765) more travellers when compared to April 2014.

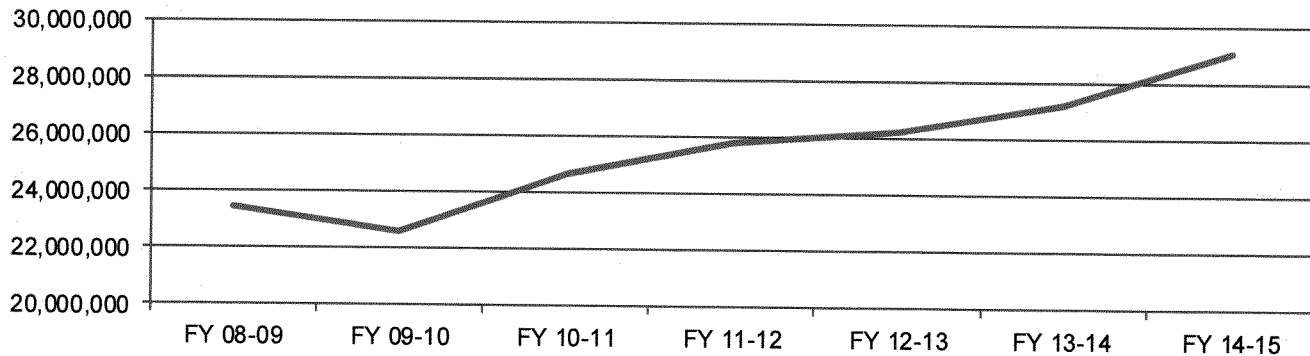
Total Highway Traveller Volumes

Region	April 2014	April 2015	Difference	% Change
Atlantic	342,461	274,871	-67,590	-19.74%
Quebec	523,758	461,300	-62,458	-11.92%
NOR	570,273	503,957	-66,316	-11.63%
GTA	0	527	527	N/A
SOR	2,122,972	2,014,654	-108,318	-5.10%
Prairie	392,181	288,102	-104,079	-26.54%
Pacific	1,418,964	1,188,343	-230,621	-16.25%
National	5,370,609	4,731,754	-638,855	-11.90%

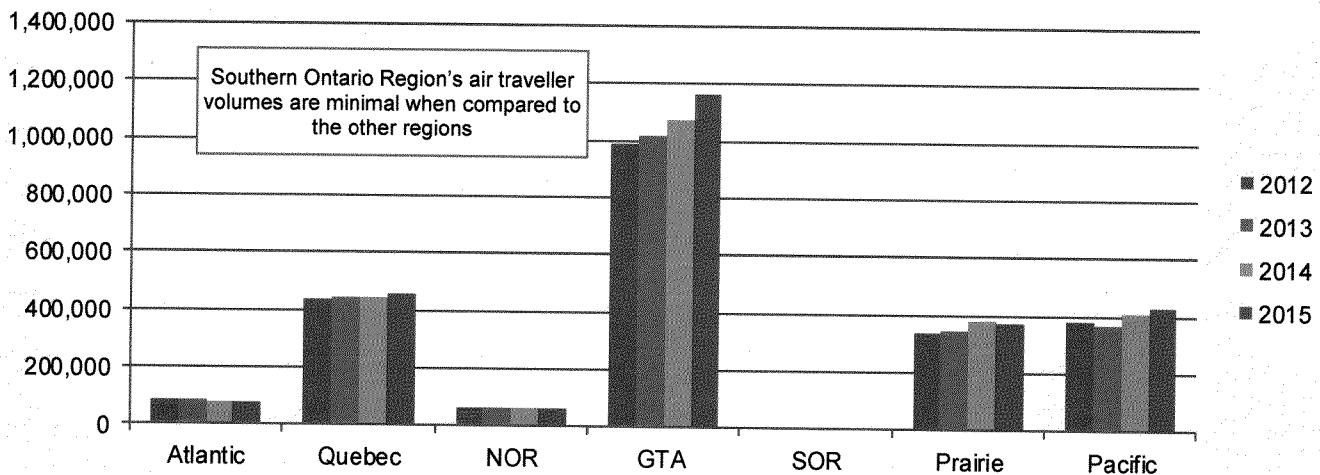


Air Travellers

Annual Trend



Comparison by Region—Current Month



There were 2,570,314 air travellers processed in April 2015. This was a **4.44% (or 109,185) increase** when compared to volumes from April 2014.

Halifax International Airport experienced the largest decrease in air traveller volumes as there were 7.86% (or 4,380) fewer travellers when compared to April 2014.

Pearson International Airport Terminal I and Terminal III both also processed more air travellers when compared to the same period of previous years; increases in air traveller volumes were 8.64% (or 54,892), and 8.87% (or 33,945) respectively.

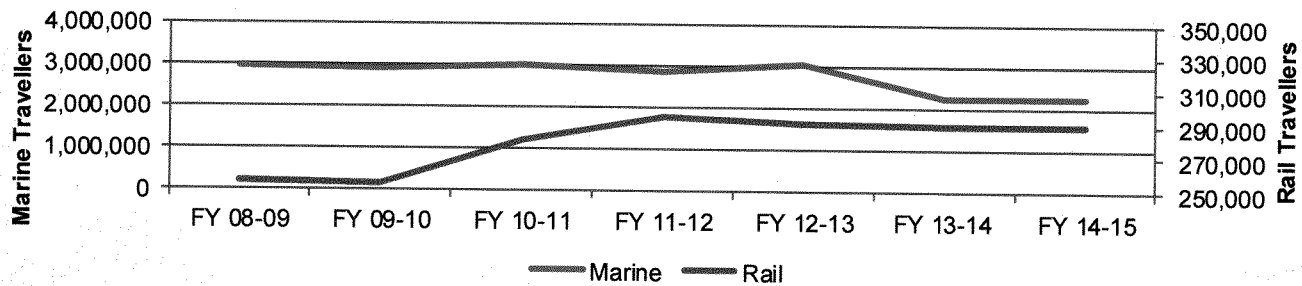
Total Air Traveller Volumes

Region	April 2014	April 2015	Difference	% Change
Atlantic	79,565	78,009	-1,556	-1.96%
Quebec	445,021	456,354	11,333	2.55%
NOR	64,808	63,998	-810	-1.25%
GTA	1,074,408	1,165,082	90,674	8.44%
SOR	5,108	5,675	567	11.10%
Prairie	381,174	370,495	-10,679	-2.80%
Pacific	411,045	430,701	19,656	4.78%
National	2,461,129	2,570,314	109,185	4.44%

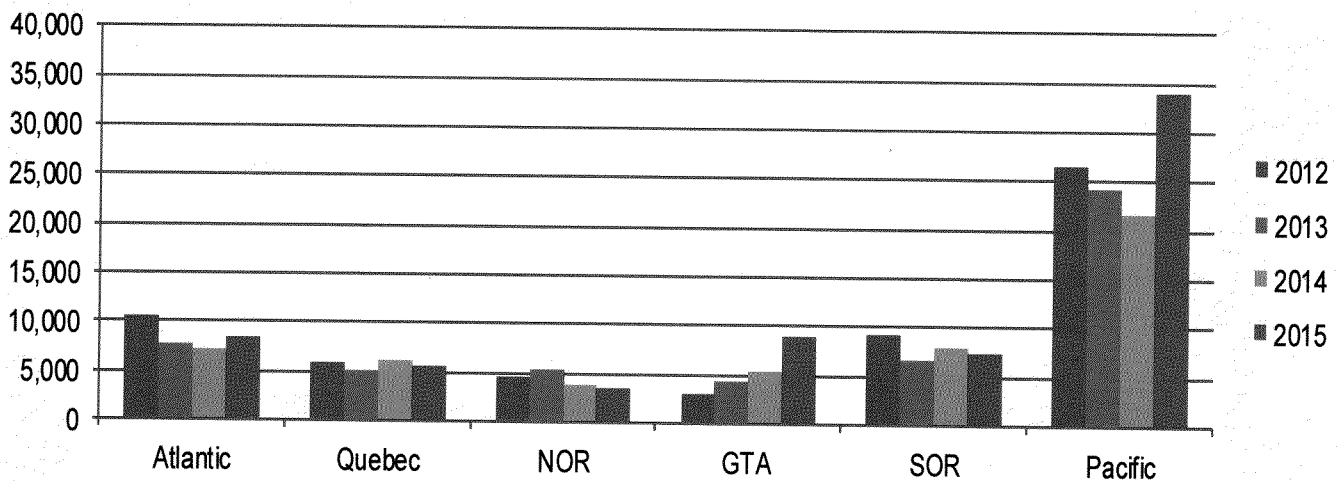


Marine and Rail Travellers

Annual Trend

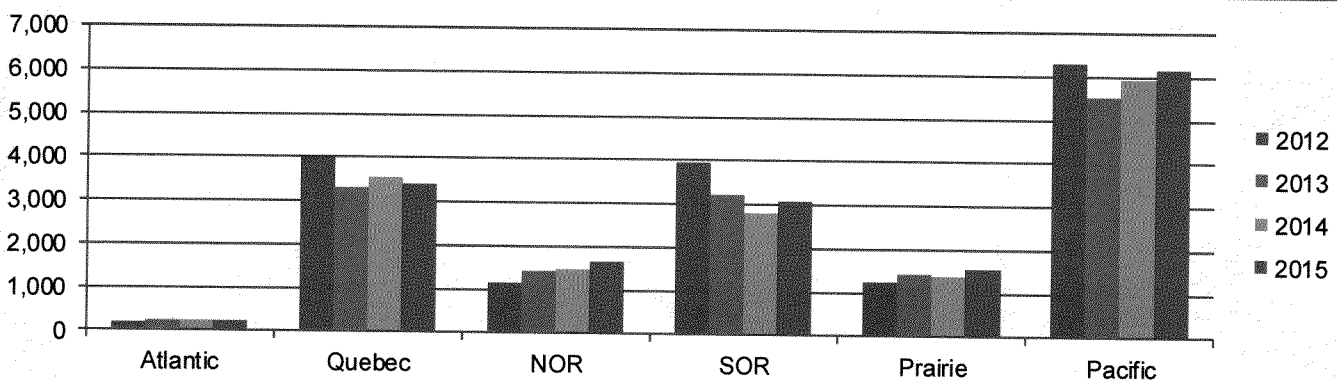


Marine Traveller Comparison by Region—Current Month



There were 67,557 marine travellers processed in April 2015, representing a **31.56% (or 16,205) increase** when compared to volumes from April 2014.

Rail Traveller Comparison by Region—Current Month

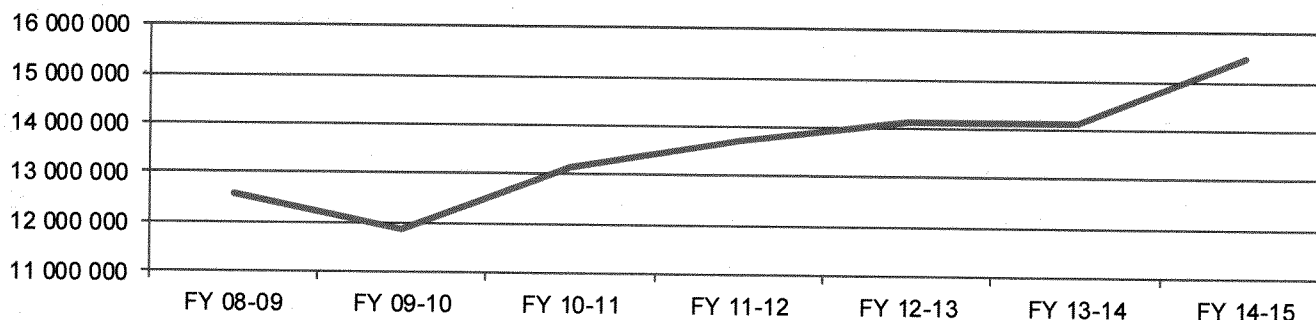


There were 16,089 rail travellers processed in April 2015. This was a **5.30% (or 810) increase** when compared to volumes from April 2014.

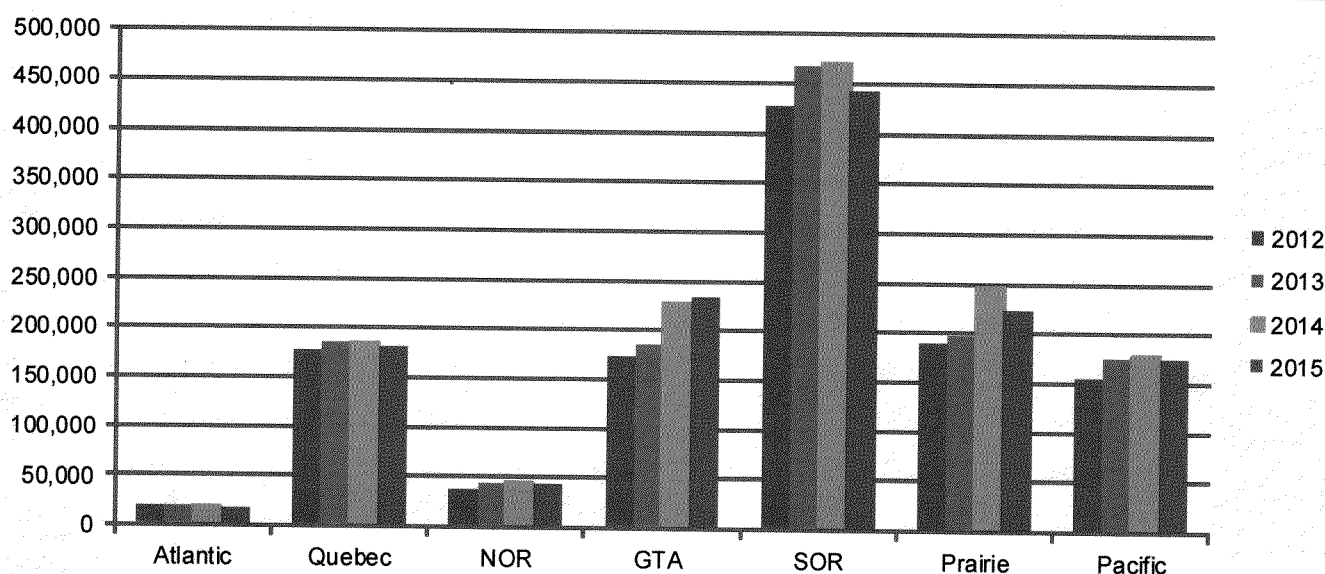


Commercial Releases—Total

Annual Trend



Total Releases Comparison by Region—Current Month



There were 1,318,179 commercial releases in April 2015. This was a **3.67% (or 50,205) decrease** when compared to April 2014.

The Southern Ontario Region had the greatest decrease in commercial releases with 5.79% (or 27,186) fewer releases than April 2014. The Greater Toronto Area experienced the greatest increase in commercial releases with 3.10% (or 7,048) more releases than April 2014.

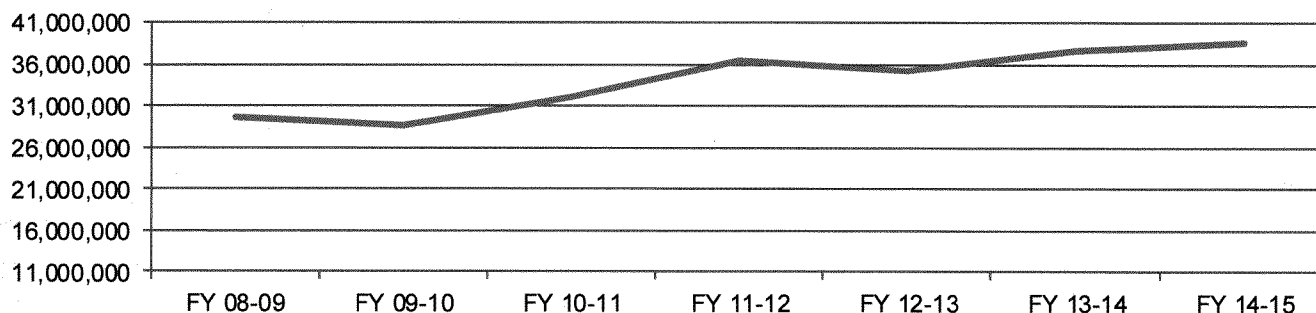
Total Commercial Releases

Region	April 2014	April 2015	Difference	% Change
Atlantic	18,615	16,996	-1,619	-8.70%
Quebec	184,940	181,425	-3,515	-1.90%
NOR	43,726	43,102	-624	-1.43%
GTA	227,169	234,217	7,048	3.10%
SOR	469,387	442,201	-27,186	-5.79%
Prairie	246,474	224,477	-21,997	-8.92%
Pacific	178,073	175,761	-2,312	-1.30%
National	1,368,384	1,318,179	-50,205	-3.67%

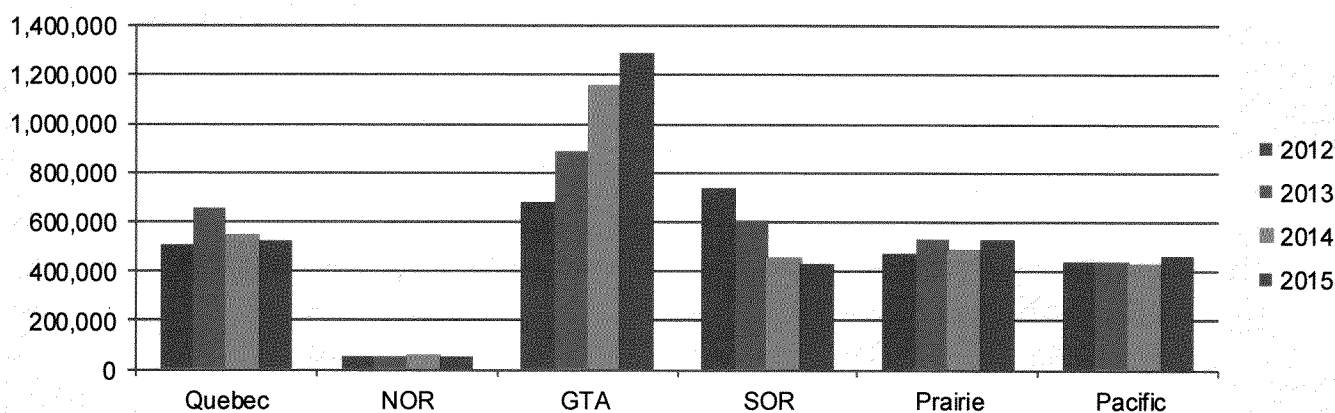


Courier Shipments—Total

Annual Trend



Total Courier By Region—Current Month



There were 3,293,824 courier shipments in April 2015. This was a **5.96% (or 185,305) increase** when compared to April 2014.

Overall, the Greater Toronto Area Region experienced the greatest increase (11.54% or 133,522) for the current reporting period. The Quebec Region experienced the greatest decrease (3.59% or 19,489) during the current reporting period.

When separated by type, the largest increases in both category 1 (shipments valued \$20 or less) and category 2 (shipments valued between \$20 to \$2500) was found in the Greater Toronto Area with 3,903 (or 0.85%) and 129,619 (or 18.63%) more courier shipments respectively.

The largest decrease in category 1 shipments and category 2 shipments could be found in the Quebec Region with 15,821 (or 8.79%) and 3,668 (or 1.01%) fewer shipments than in April 2014 respectively.

Total Courier Shipments

Region	April 2014	April 2015	Difference	% Change
Quebec	542,750	523,261	-19,489	-3.59%
NOR	53,598	52,426	-1,172	-2.19%
GTA	1,157,134	1,290,656	133,522	11.54%
SOR	447,738	434,148	-13,590	-3.04%
Prairie	480,765	530,103	49,338	10.26%
Pacific	426,534	463,230	36,696	8.60%
National	3,108,519	3,293,824	185,305	5.96%



Annex A: Data Control Sheet

Definitions:

Travellers: Includes all persons who have been processed with or without the assistance of CBSA automated systems.

Commercial releases: Section 31 of the Customs Act specifies that no goods shall be removed from customs control until released. The importer or customs broker requests release. The release information is used to determine the admissibility of the goods into Canada. There are several release options: PARS (Pre-Arrival Review System), RMD (Release on Minimum Documentation), B3 (Canada Customs Coding Form), Aerospace, CSA (Customs Self Assessment) and Automotive service options. Consolidated Management Reporting System (CMRS) contains all carrier information but contains only the Top 1000 Importers so this will also play into discrepancies.

Caveats and Data Notes:

General:

Discrepancies in scale may cause some traveller and commercial volumes to look like zero. For example, Southern Ontario appears to have no air travellers, and GTA with highway travellers. In this case 80,000 travellers in Southern Ontario do not show when compared to 12 million travellers in the GTA.

Change in Methodology:

With the implementation of 100 percent scanning on April 2, 2013 and the move away from using the F1 key to capture traveller volumes, this new methodology will allow a more accurate reflection of traveller volumes and will also speed up the process when generating the CBSA Trends Report. This new methodology has been approved by Traveller Programs and will be used to report traveller volumes within the CBSA moving forward.

Air traveller volumes will be extracted from the Passages from Primary Cube (ensuring that the miscoded air passage counts for St. John's, Kitchener Warehouse, Saskatoon, Dawson City, and Whitehorse are included in the air traveller totals). To supplement the air traveller volumes, general aviation counts will be included by extracting Hamilton TRC air volumes from the G11 Cube.

Highway, marine and rail mode traveller volumes will be extracted from the G11 database until 100% scanning in Passages has been successfully met in these modes

Travellers:

Pages 5 & 6: GTA regularly reports air and marine travellers. Highway travellers will only be captured through the Hamilton Telephone Reporting Centre.

Pages 2 & 3: Upon the initial review of the data from the G11 the following figures have been substituted:

Region	Total WLOCs	Late/ Missing WLOC Data FY 2014- 2015	Comments
			The POEs below did not successfully key in their G11 traveller counts in time for the CMRS refresh. As a result, traveller counts were obtained through the sources below.
Atlantic Region	35	2	• 9141 St. John's - April 2015 - traveller counts were received manually from port following the G11 cut-off and CMRS refresh date.
			• 2010 Bathurst - April 2015 - traveller counts were received manually from port following the G11 cut-off and CMRS refresh date.
Southern Ontario Region	16	5	• 4271 Whirlpool Bridge Travellers - April 2015 - traveller counts have not been entered; counts received through Passage from Primary
			• 4277 NF VIA Passenger Rail - April 2015 - traveller counts were received manually from port following the G11 cut-off and CMRS refresh date.
			• 4530 Ambassador Bridge - April 2015 - courier counts were received manually from port following the G11 cut-off and CMRS refresh date.
			• 4102 Fort Erie Commercial - April 2015 - courier counts were received manually from port following the G11 cut-off and CMRS refresh date.
			• 4276 Queenston Bridge Commercial - April 2015 - courier counts were received manually from port following the G11 cut-off and CMRS refresh date.

**Travellers Continued:**

Region	Total WLOCs	Late/ Missing WLOC Data FY 2014- 2015	Comments
Prairie Region	47	1	The POEs below did not successfully key in their G11 traveller counts in time for the CMRS refresh. As a result, traveller counts were obtained through the sources below.
Pacific Region	46	54	• 6042 Regina – April 2015 - traveller counts were received manually from port following the G11 cut-off and CMRS refresh date.
			• 8080 Prince Rupert - April 2015 - traveller counts were received manually from port following the G11 cut-off and CMRS refresh date.
			• 8270 Kitimat - April 2015 - traveller counts were received manually from port following the G11 cut-off and CMRS refresh date.
			• 8090 Vancouver Amtrak - April 2015 - traveller counts have not been entered; counts received through Passage from Primary
			• 8093 Marine Operations - April 2015 - traveller counts were received manually from port following the G11 cut-off and CMRS refresh date.

Commercial:

Page 7: Figures on commercial releases by mode have been removed from the report until they can be reported accurately. Current systems do not allow the CBSA to track releases accurately by mode. Data volumes in the CBSA's Consolidated Management Reporting Services (CMRS) are pulled from the Accelerated Commercial Release Operations Support System (ACROSS). In ACROSS, commercial releases are tracked by office. Offices are assigned to one mode only depending on their primary workload. However, many offices release shipments entering from multiple modes. For example, an office in the GTA may release rail and air shipments. As the office in the GTA is designated as a rail office, it will code every air shipment it releases to rail mode.

Courier:

Page 8: In January 2013, the maximum value for category 2 courier shipments increased from \$1600 to \$2500. Recent increases in courier volumes can be partially explained by this change.

Data Sources:

CBSA Actuals: CMRS Corporate (CBSA General) Cube sourced from G11 data (Traveller and Commercial data)

Dates Pulled:

Week of July 20th, 2015

Contacts:

- **Andrei Grushman** — Director, Data Analytics Division, Global Border Management and Data Analytics Directorate, Programs Branch
- **Bente Baklid** — Director, Corporate and Program Services Division, Border Operations Directorate, Operations Branch
- **Michael Junek** — A/Director, Program Performance and Reporting, Commercial Programs Directorate, Programs Branch
- **Meda-Cristina Horacsek** — Director, Program Performance and Reporting, Traveller Programs Directorate, Programs Branch
- **Mike Leahy** — Director, eManifest Business Intelligence and Risk Assessment, Major Projects Directorate, Information Science and Technology Branch

Report Produced by: The CBSA Performance Reporting Unit, CBSA-ASFC_PRU-URR



Canada Border
Services Agency

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CBSA Trends Report

May 2015

July 2015

Data Analytics Division

Global Border Management and Data Analytics

Directorate

Programs Branch

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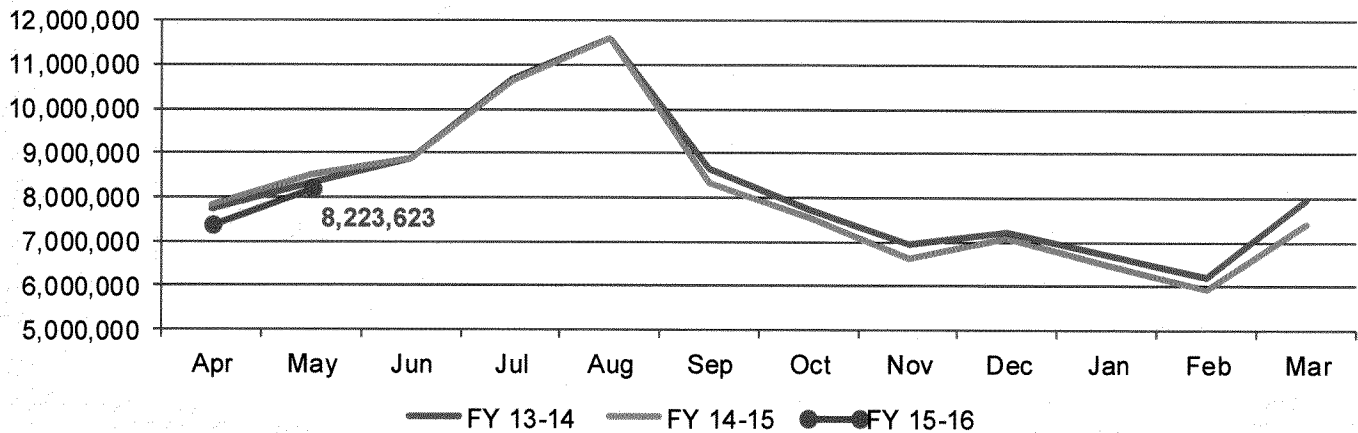
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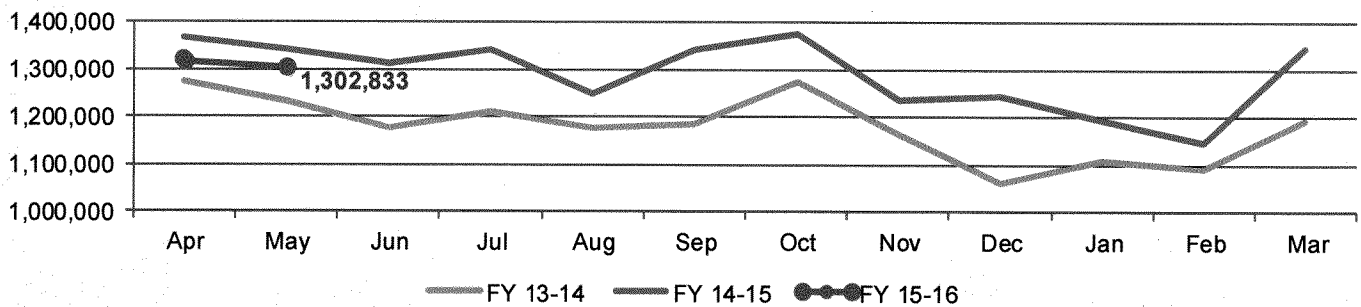
Highlights

Travellers



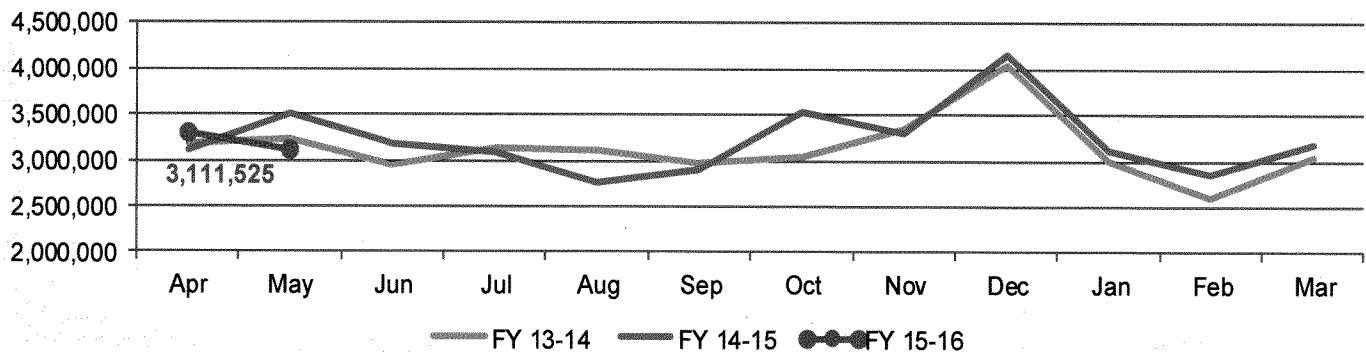
There were 8,223,623 travellers processed in May 2015. This was a **3.35% (or 285,197) decrease** when compared to volumes from May 2014. Highway travellers decreased by 8.27% (or 488,145), while air travellers increased by 5.00% (or 115,847).

Commercial Releases



There were 1,302,833 commercial releases in May 2015. This was a **2.90% (or 38,902) decrease** when compared to volumes from May 2014.

Courier

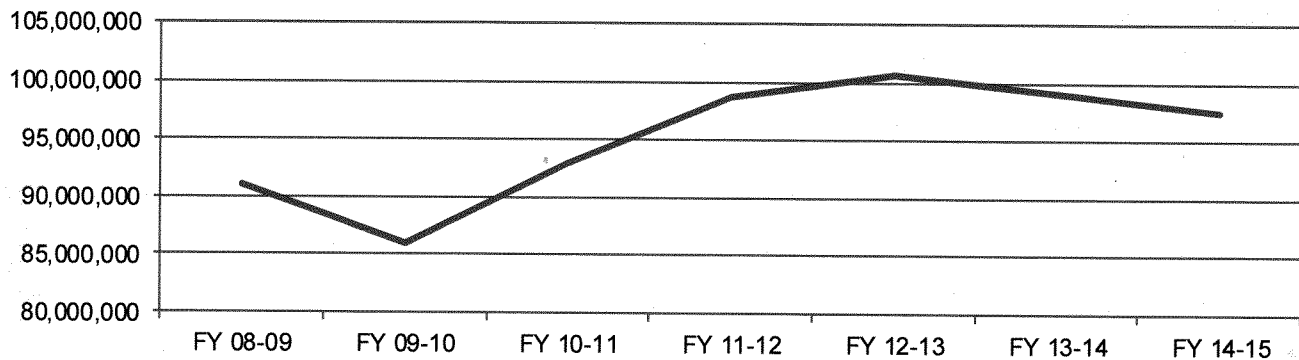


There were 3,111,525 courier shipments in May 2015. This was a **5.76% (or 190,260) decrease** when compared to May 2014.

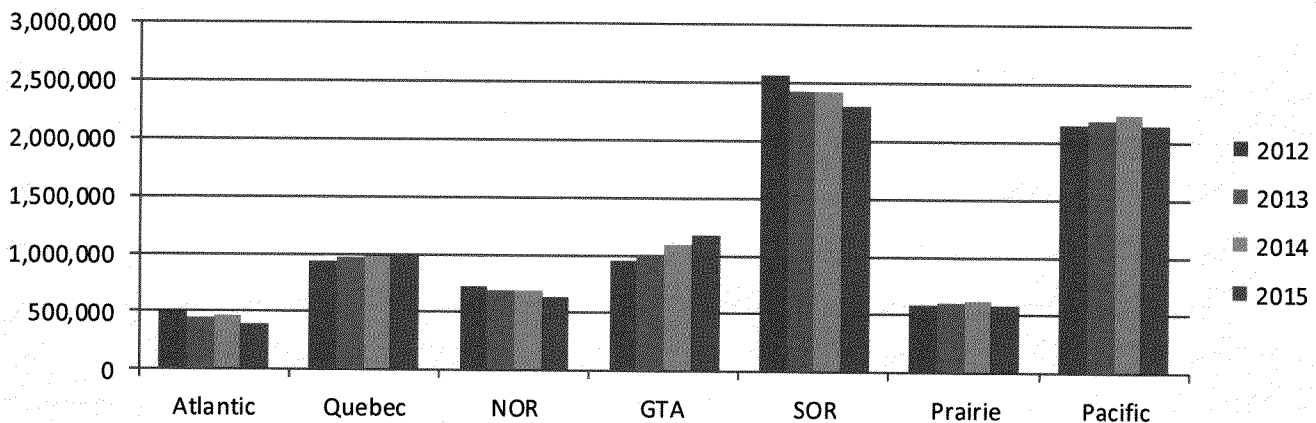


Travellers—All Modes

Annual Trend



Comparison by Region—Current Month



There were 8,223,623 travellers processed in May 2015. This was a **3.35% (or 285,197) decrease** when compared to traveller volumes from May 2014.

Almost all regions, with the exception of the Greater Toronto Area (GTA) and the Quebec Region, have processed fewer travellers when compared to May 2014. The largest decrease in total traveller volumes occurred in the Southern Ontario Region with 122,965 (or 5.08%) fewer travellers when compared to May 2014.

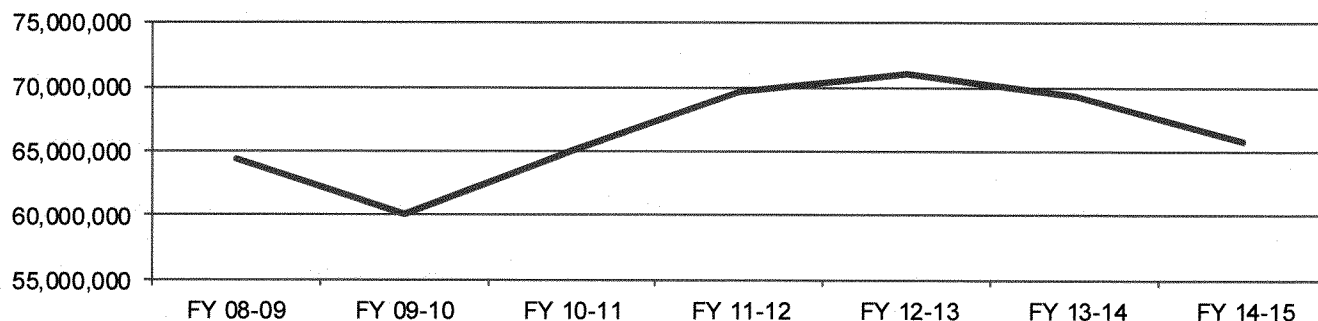
The Greater Toronto Area processed 84,919 (or 7.76%) more travellers when compared to May 2014.

Total Traveller Volumes				
Region	May 2014	May 2015	Difference	% Change
Atlantic	467,923	386,683	-81,240	-17.36%
Quebec	980,570	992,894	12,324	1.26%
NOR	687,557	637,909	-49,648	-7.22%
GTA	1,094,686	1,179,605	84,919	7.76%
SOR	2,418,365	2,295,400	-122,965	-5.08%
Prairie	625,247	583,412	-41,835	-6.69%
Pacific	2,234,472	2,147,720	-86,752	-3.88%
National	8,508,820	8,223,623	-285,197	-3.35%

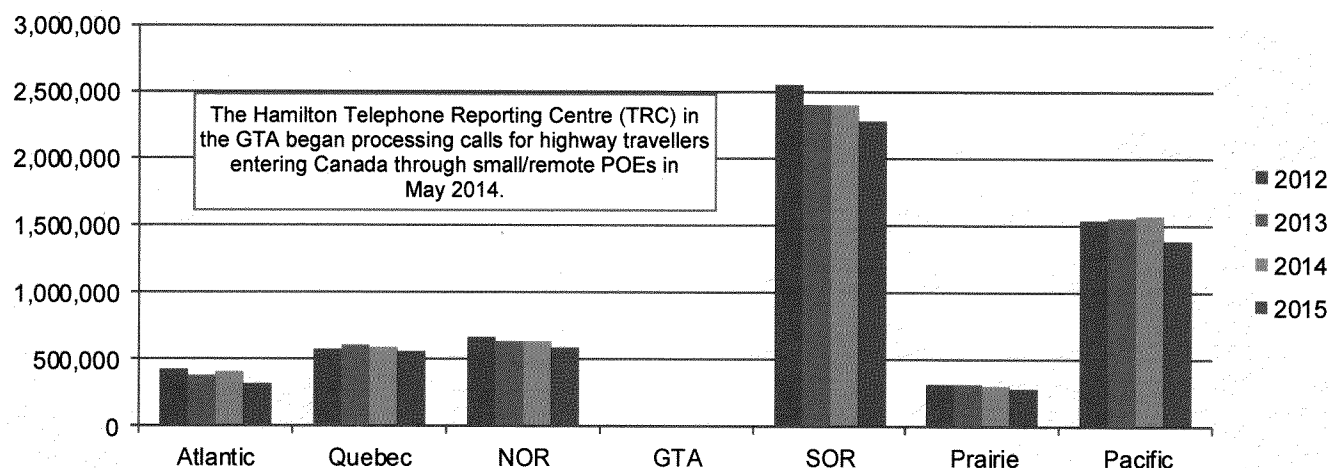


Highway Travellers

Annual Comparison



Comparison By Region—Current Month



There were 5,412,625 highway travellers processed in May 2015. This was a **8.27% (or 488,145) decrease** when compared to volumes from May 2014.

All regions, with the exception of the Greater Toronto Area (GTA), have processed fewer highway travellers when compared to May 2014. The largest decrease in highway travellers was found at Pacific Highway with 11.6% (or 49,527) fewer travellers when compared to May 2014.

Despite Southern Ontario's regional decrease in highway travellers, Windsor Tunnel processed 16.2% (or 47,156) more travellers when compared to May 2014.

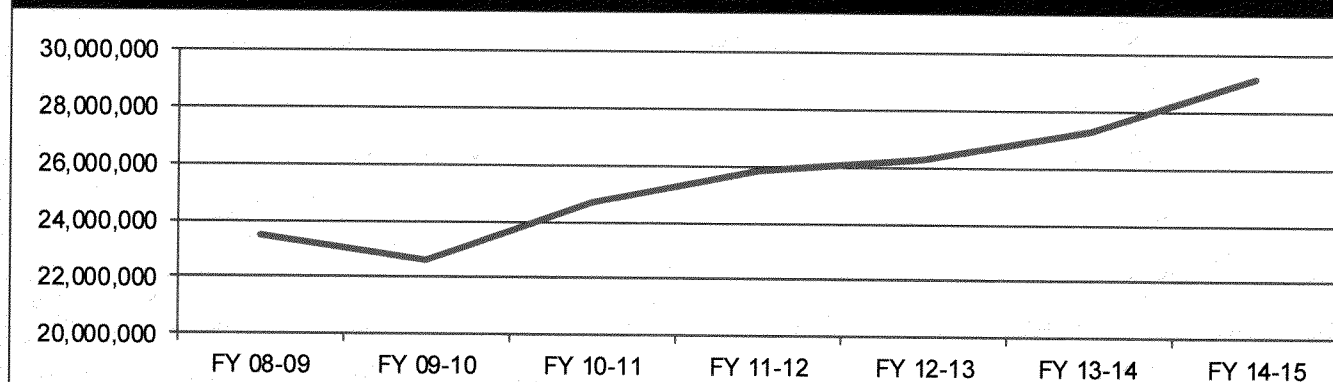
Total Highway Traveller Volumes

Region	May 2014	May 2015	Difference	% Change
Atlantic	400,448	313,618	-86,830	-21.68%
Quebec	583,672	554,288	-29,384	-5.03%
NOR	635,854	584,635	-51,219	-8.06%
GTA	1,329	1,818	489	36.79%
SOR	2,400,696	2,278,711	-121,985	-5.08%
Prairie	305,844	286,236	-19,608	-6.41%
Pacific	1,572,927	1,393,319	-179,608	-11.42%
National	5,900,770	5,412,625	-488,145	-8.27%

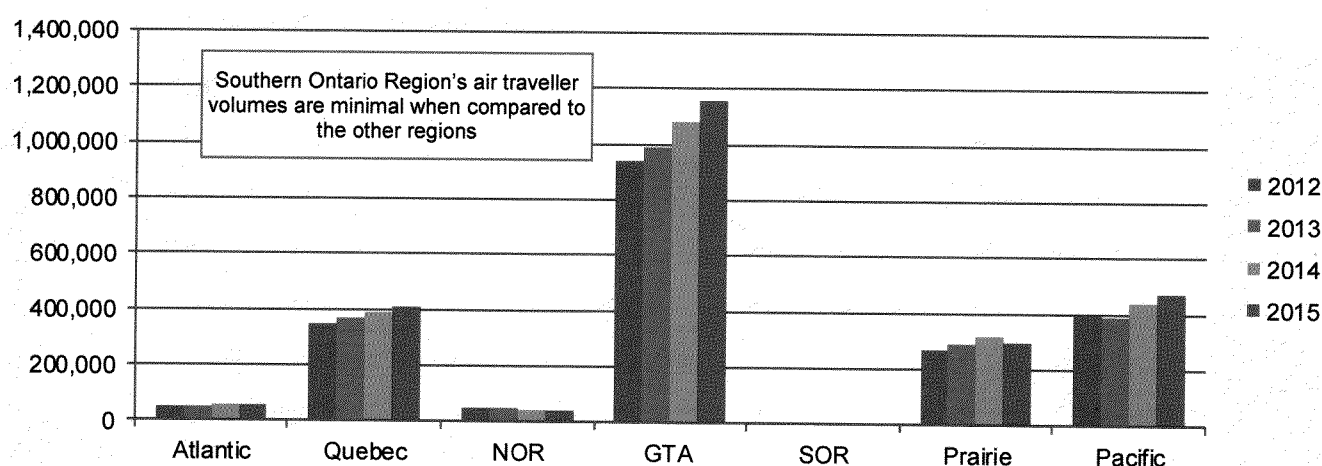


Air Travellers

Annual Comparison



Comparison by Region—Current Month



There were 2,430,903 air travellers processed in May 2015. This was a **5.00% (or 115,847) increase** when compared to volumes from May 2014.

Edmonton Traffic experienced the largest decrease in air traveller volumes as there were 8.75% (or 6,824) fewer travellers when compared to May 2014.

Pearson International Airport Terminal I and Terminal III both also processed more air travellers when compared to the same period of previous years; increases in air traveller volumes were 6.50% (or 41,664), and 8.93% (or 33,952) respectively.

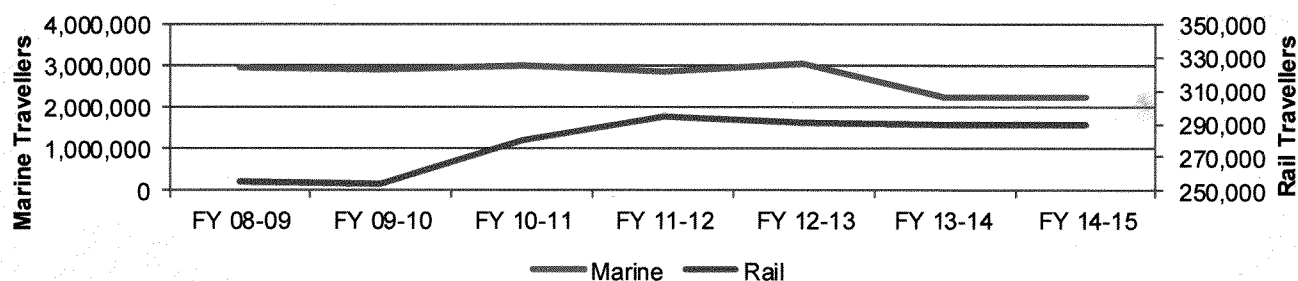
Total Air Traveller Volumes

Region	May 2014	May 2015	Difference	% Change
Atlantic	51,650	52,857	1,207	2.34%
Quebec	385,746	405,599	19,853	5.15%
NOR	40,534	44,039	3,505	8.65%
GTA	1,079,256	1,158,887	79,631	7.38%
SOR	2,351	2,527	176	7.49%
Prairie	317,144	295,697	-21,447	-6.76%
Pacific	438,375	471,297	32,922	7.51%
National	2,315,056	2,430,903	115,847	5.00%

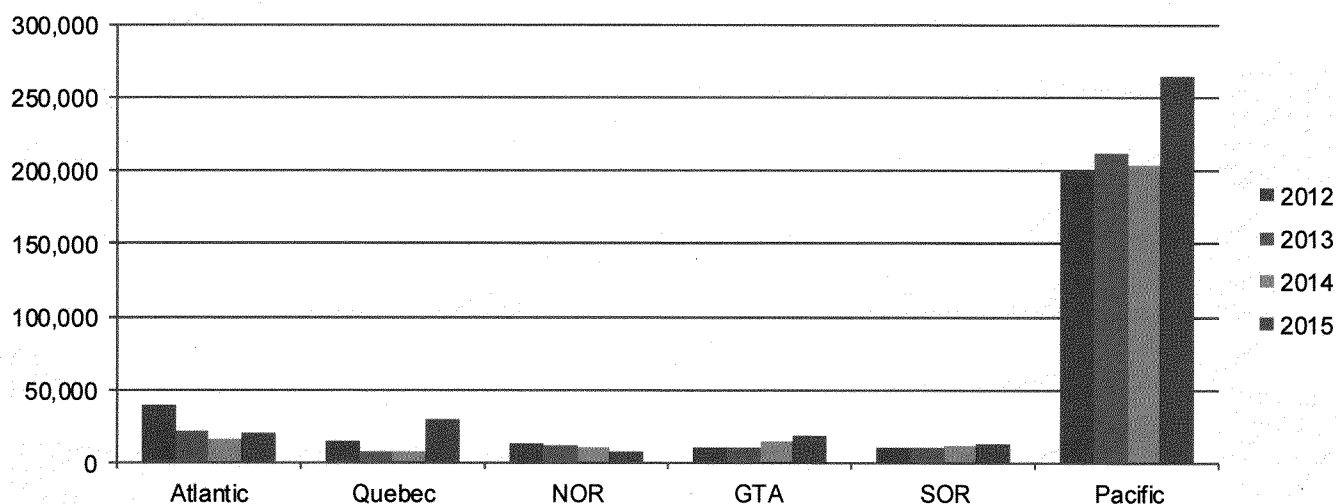


Marine and Rail Travellers

Annual Comparison

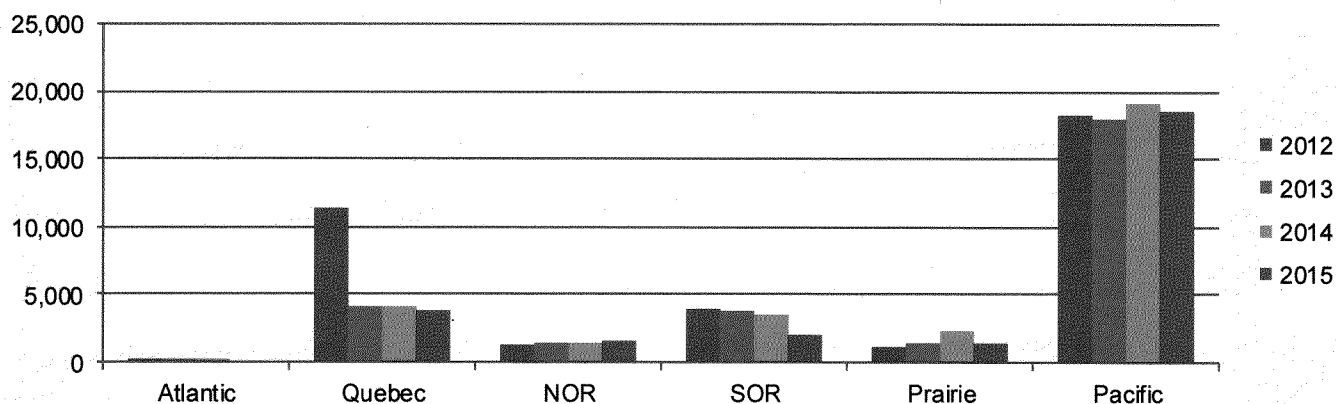


Marine Traveller Comparison by Region—Current Month



There were 351,130 marine travellers processed in May 2015, representing a **33.86% (or 88,813) increase** when compared to volumes from May 2014.

Rail Traveller Comparison by Region—Current Month

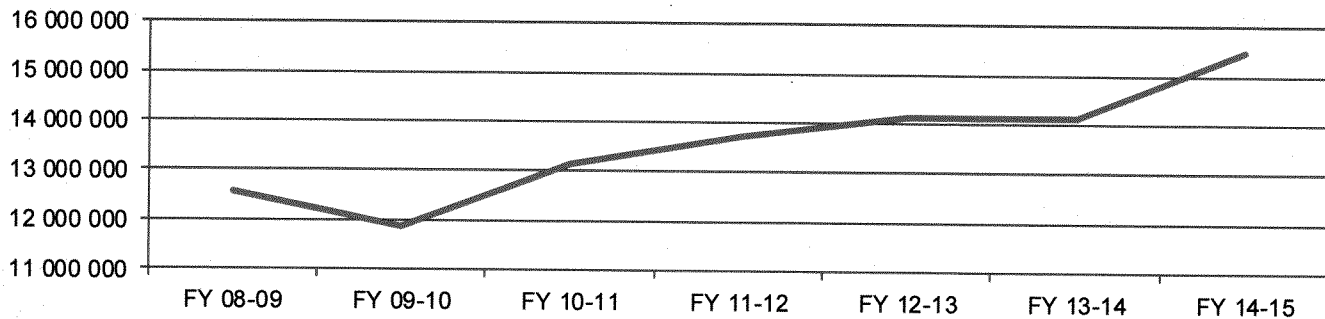


There were 28,965 rail travellers processed in May 2015. This was a **5.58% (or 1,712) decrease** when compared to volumes from May 2014.

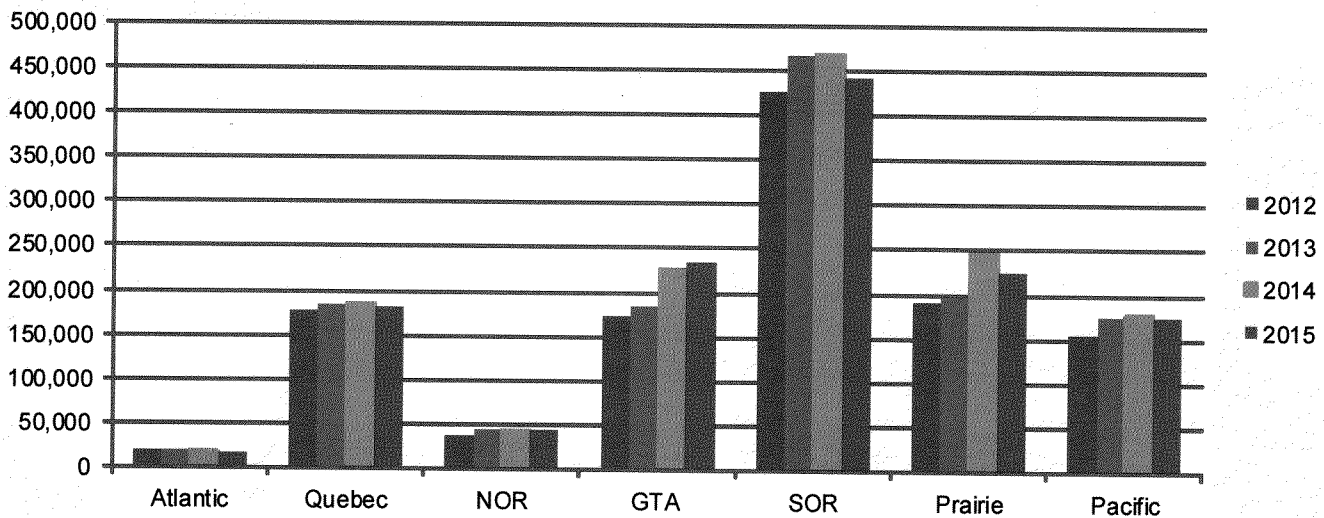


Commercial Releases—Total

Annual Comparison



Total Releases Comparison by Region—Current Month



There were 1,302,833 commercial releases in May 2015. This was a **2.90% (or 38,902) decrease** when compared to May 2014.

All regions, with the exception of the Pacific Region experienced a decrease in commercial releases compared to May 2014. The Southern Ontario Region had the greatest decrease in commercial releases with 5.48% (or 25,145) fewer releases than May 2014. The Pacific Region experienced the greatest increase in commercial releases with 4.34% (or 7,252) more releases than May 2014.

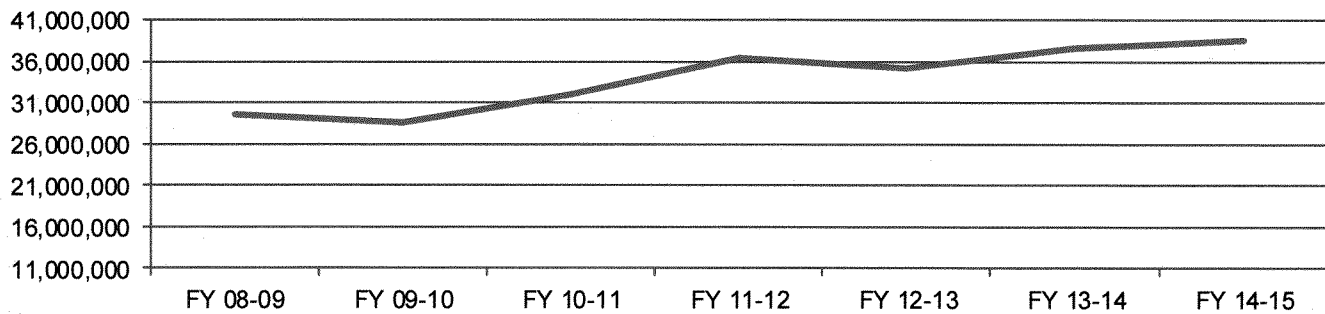
Total Commercial Releases

Region	May 2014	May 2015	Difference	% Change
Atlantic	18,261	16,810	-1,451	-7.95%
Quebec	176,671	172,689	-3,982	-2.25%
NOR	43,471	42,948	-523	-1.20%
GTA	239,322	238,230	-1,092	-0.46%
SOR	458,481	433,336	-25,145	-5.48%
Prairie	238,482	224,521	-13,961	-5.85%
Pacific	167,047	174,299	7,252	4.34%
National	1,341,735	1,302,833	-38,902	-2.90%

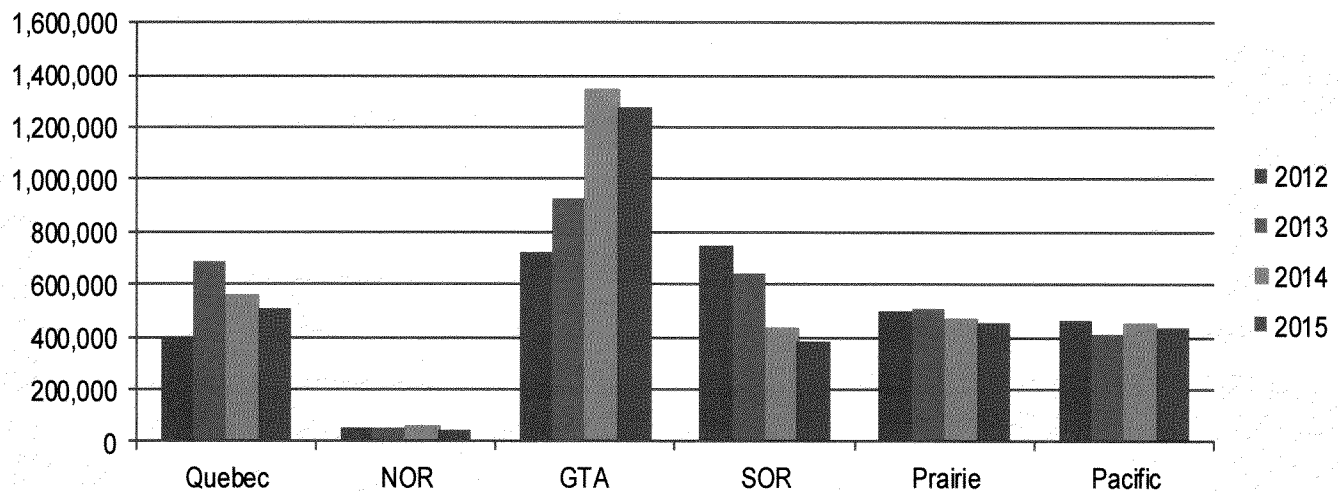


Courier Shipments—Total

Annual Comparison



Total Courier By Region—Current Month



There were 3,111,525 courier shipments in May 2015. This was a **5.76% (or 190,260) decrease** when compared to May 2014.

All regions experienced a decrease in courier shipments when compared to May 2014. The greatest decrease could be found in the Greater Toronto Area Region (GTA), with 68,017 (or 5.06%) fewer shipments than in May 2014.

When separated by type, the largest decreases in category 1 shipments and category 2 shipments could be found in the Greater Toronto Area Region (GTA) with 24,414 (or 5.20%) and 43,603 (or 4.98%) fewer shipments than in May 2014 respectively.

Total Courier Shipments

Region	May 2014	May 2015	Difference	% Change
Quebec	553,644	511,272	-42,372	-7.65%
NOR	54,685	44,910	-9,775	-17.88%
GTA	1,344,749	1,276,732	-68,017	-5.06%
SOR	429,450	384,357	-45,093	-10.50%
Prairie	467,540	456,047	-11,493	-2.46%
Pacific	451,717	438,207	-13,510	-2.99%
National	3,301,785	3,111,525	-190,260	-5.76%



Annex A: Data Control Sheet

Definitions:

Travellers: Includes all persons who have been processed with or without the assistance of CBSA automated systems.

Commercial releases: Section 31 of the Customs Act specifies that no goods shall be removed from customs control until released. The importer or customs broker requests release. The release information is used to determine the admissibility of the goods into Canada. There are several release options: PARS (Pre-Arrival Review System), RMD (Release on Minimum Documentation), B3 (Canada Customs Coding Form), Aerospace, CSA (Customs Self Assessment) and Automotive service options. Consolidated Management Reporting System (CMRS) contains all carrier information but contains only the Top 1000 Importers so this will also play into discrepancies.

Caveats and Data Notes:

General:

Discrepancies in scale may cause some traveller and commercial volumes to look like zero. For example, Southern Ontario appears to have no air travellers, and GTA with highway travellers. In this case 80,000 travellers in Southern Ontario do not show when compared to 12 million travellers in the GTA.

Change in Methodology

With the implementation of 100 percent scanning on April 2, 2013 and the move away from using the F1 key to capture traveller volumes, this new methodology will allow a more accurate reflection of traveller volumes and will also speed up the process when generating the CBSA Trends Report. This new methodology has been approved by Traveller Programs and will be used to report traveller volumes within the CBSA moving forward.

Air traveller volumes will be extracted from the Passages from Primary Cube (ensuring that the miscoded air passage counts for St. John's, Kitchener Warehouse, Saskatoon, Dawson City, and Whitehorse are included in the air traveller totals). To supplement the air traveller volumes, general aviation counts will be included by extracting Hamilton TRC air volumes from the G11 Cube.

Highway, marine and rail mode traveller volumes will be extracted from the G11 database until 100% scanning in Passages has been successfully met in these modes

Travellers:

Pages 5 & 7: GTA regularly reports air and marine travellers. Highway travellers will only be captured through the Hamilton Telephone Reporting Centre.

Pages 2 & 3: Upon the initial review of the data from the G11 the following figures have been substituted:

Region	Total WLOCs	Late/ Missing WLOC Data FY 2014- 2015	Comments
Greater Toronto Area Region	19	1	The POEs below did not successfully key in their G11 traveller counts in time for the CMRS refresh. As a result, traveller counts were obtained through the sources below.
Prairie Region	47	2	• 4590 Barrie —May 2015—traveller counts were received manually from POE following the G11 cut-off and CMRS refresh date.
			• 7019 Fort McMurray Air —May 2015—traveller counts have not been received. This port does not have automated capabilities.
			• 6103 Toroquay —May 2015—traveller counts were received manually from port following the G11 cut-off and CMRS refresh date.
Pacific Region	46	1	• 7054 Chief Mountain —May 2015—traveller counts were received manually from POE following the G11 cut-off and CMRS refresh date.
			• 8300 Campbell River —May 2015—traveller counts have not been received. This port does not have automated capabilities.



Commercial:

Page 7: Figures on commercial releases by mode have been removed from the report until they can be reported accurately. Current systems do not allow the CBSA to track releases accurately by mode. Data volumes in the CBSA's Consolidated Management Reporting Services (CMRS) are pulled from the Accelerated Commercial Release Operations Support System (ACROSS). In ACROSS, commercial releases are tracked by office. Offices are assigned to one mode only depending on their primary workload. However, many offices release shipments entering from multiple modes. For example, an office in the GTA may release rail and air shipments. As the office in the GTA is designated as a rail office, it will code every air shipment it releases to rail mode.

Page 7: As of January 2014, a major company switched from consolidated release requests to single release requests for individual shipments, causing a large increase in commercial releases compared to previous years. These changes only affect the commercial releases stream and do not have any impact on courier shipment totals.

Courier:

Page 8: In January 2013, the maximum value for category 2 courier shipments increased from \$1600 to \$2500. Recent increases in courier volumes can be partially explained by this change.

Data Sources:

CBSA Actuals: CMRS Corporate (CBSA General) Cube sourced from G11 data (Traveller and Commercial data)

Dates Pulled:

Week of July 20, 2015

Contacts:

- **Andrei Grushman** — Director, Data Analytics Division, Global Border Management and Data Analytics Directorate, Programs Branch
- **Bente Baklid** — Director, Corporate and Program Services Division, Border Operations Directorate, Operations Branch
- **Michael Junek** — A/Director, Program Performance and Reporting, Commercial Programs Directorate, Programs Branch
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CBSA Trends Report

June 2015

FINAL
August 2015

Data Analytics Division
Global Border Management and Data Analytics
Directorate



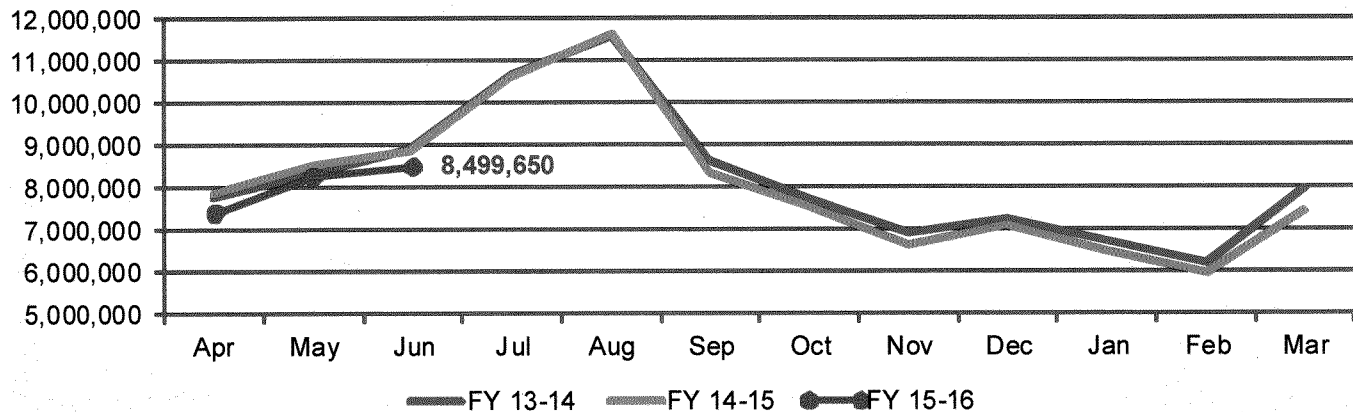
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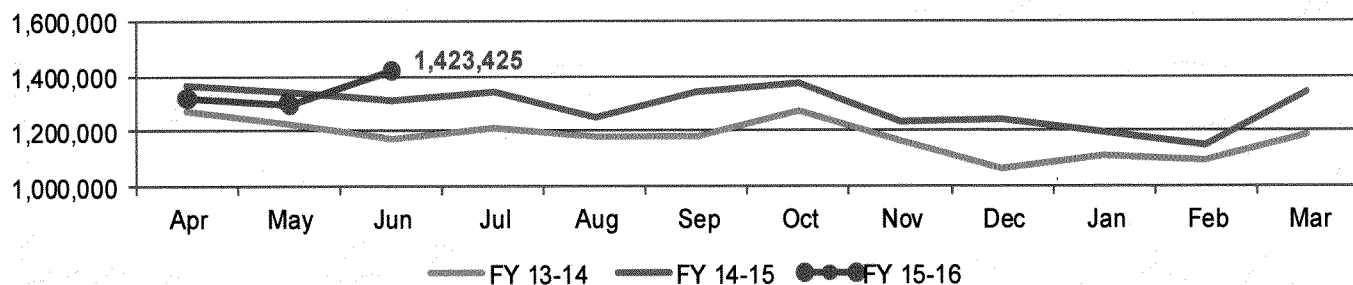
Highlights

Travellers



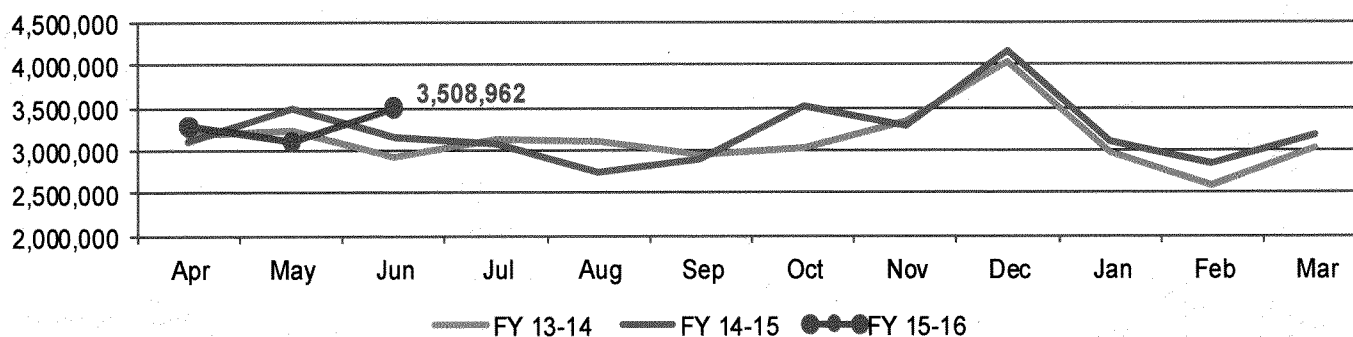
There were 8,499,650 travellers processed in June 2015. This was a **4.29% (or 380,516) decrease** when compared to volumes from June 2014. Highway travellers decreased by 8.69% (or 538,651), while air travellers increased by 5.55% (or 126,863).

Commercial Releases



There were 1,423,425 commercial releases in June 2015. This was a **8.40% (or 110,250) increase** when compared to volumes from June 2014.

Courier

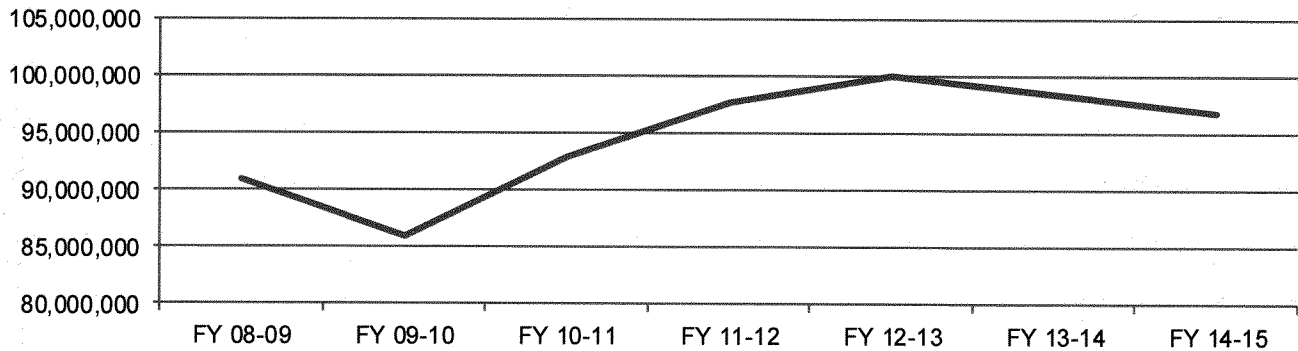


There were 3,508,962 courier shipments in June 2015. This was a **7.97% (or 259,106) increase** when compared to June 2014.

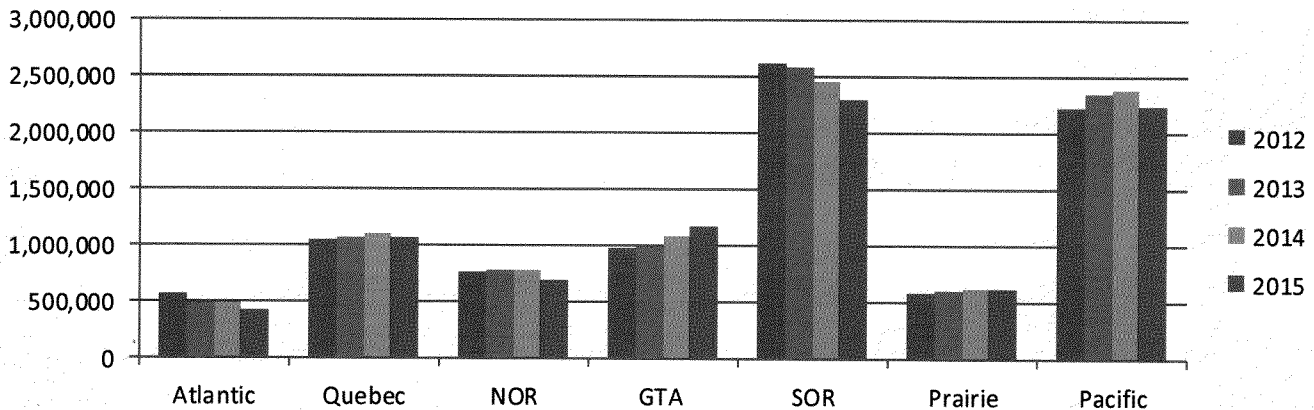


Travellers—All Modes

Annual Trend



Comparison by Region—Current Month



There were 8,499,650 travellers processed in June 2015. This was a **4.29% (or 380,516) decrease** when compared to traveller volumes from June 2014.

Almost all regions, with the exception of the Greater Toronto Area (GTA) and the Prairie Region, have processed fewer travellers when compared to June 2014. The largest decrease in total traveller volumes occurred in the Southern Ontario Region with 151,975 (or 6.20%) fewer travellers when compared to June 2014.

The Greater Toronto Area processed an increase of 83,743 (or 7.70%) when compared to June 2014.

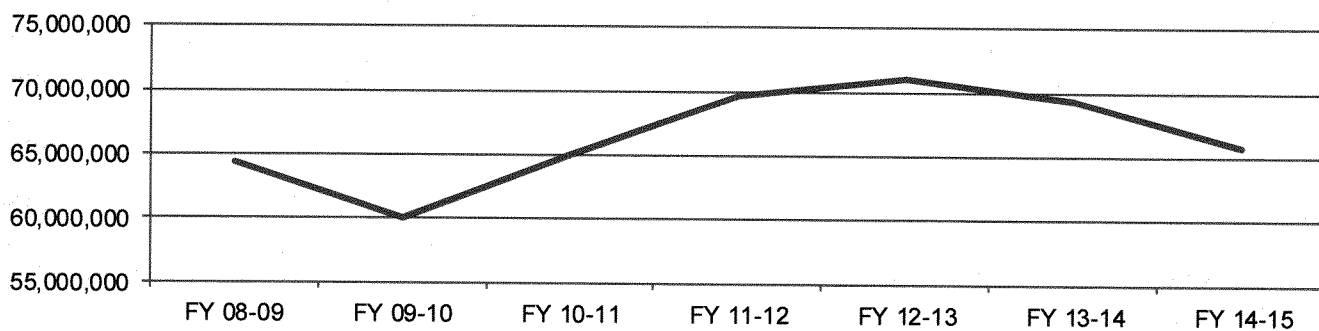
Total Traveller Volumes

Region	June 2014	June 2015	Difference	% Change
Atlantic	483,613	413,838	-69,775	-14.43%
Quebec	1,095,290	1,059,023	-36,267	-3.31%
NOR	768,198	689,387	-78,811	-10.26%
GTA	1,087,721	1,171,465	83,744	7.70%
SOR	2,451,877	2,299,902	-151,975	-6.20%
Prairie	613,102	613,346	244	0.04%
Pacific	2,380,365	2,252,689	-127,676	-5.36%
National	8,880,166	8,499,650	-380,516	-4.29%

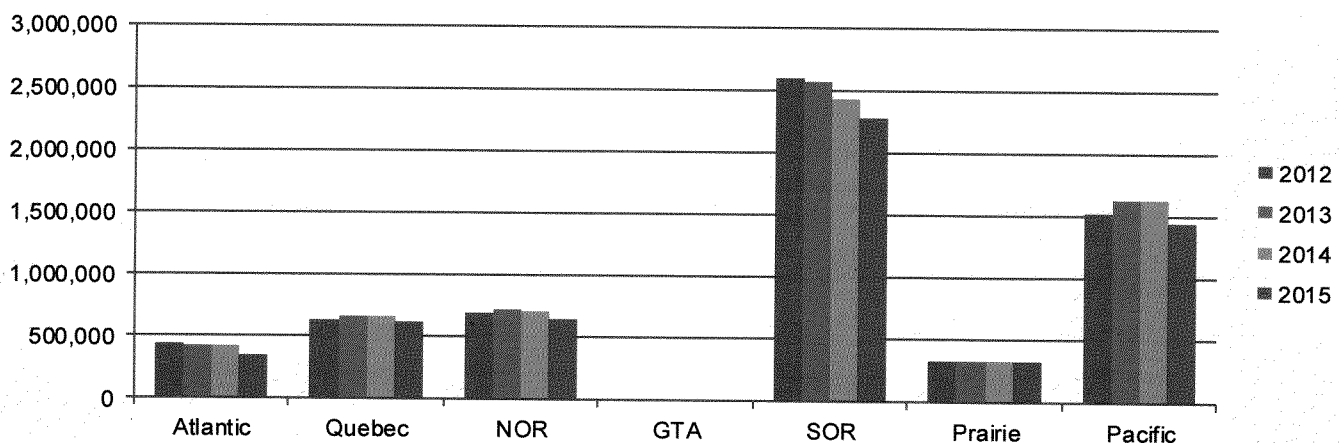


Highway Travellers

Annual Trend



Comparison By Region—Current Month



There were 5,662,844 highway travellers processed in June 2015. This was a **8.69% (or 538,651) decrease** when compared to volumes from June 2014.

All regions, with the exception of the Greater Toronto Area (GTA) and the Prairie Region, have processed fewer highway travellers when compared to June 2014. The largest decrease in highway travellers was found at Sarnia (BWB) with **-12.46% (or 54,430)** fewer travellers when compared to June 2014.

St. Armand processed the greatest increase in highway traveller volumes with **+8.32% (or 8,789)** more travellers when compared to June 2014.

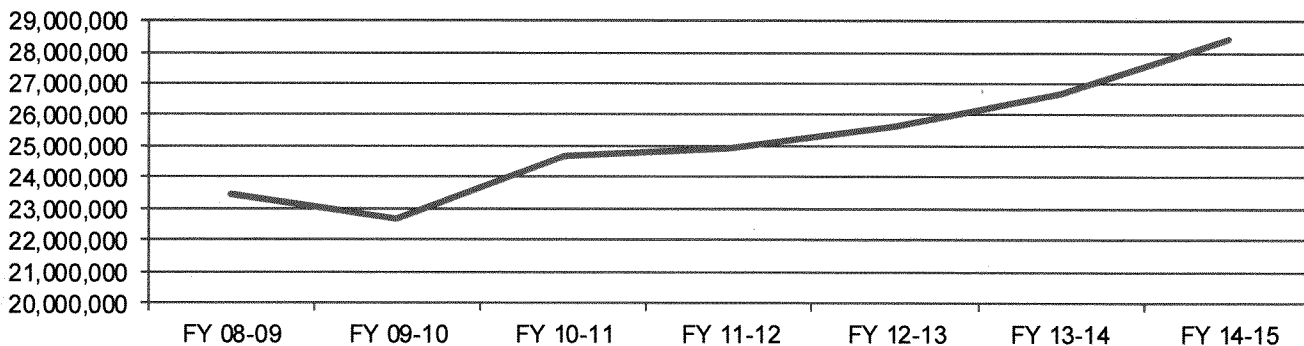
Total Highway Traveller Volumes

Region	June 2014	June 2015	Difference	% Change
Atlantic	423,477	339,083	-84,394	-19.93%
Quebec	666,098	612,850	-53,248	-7.99%
NOR	710,751	643,623	-67,128	-9.44%
GTA	3,968	4,151	183	4.61%
SOR	2,433,419	2,282,130	-151,289	-6.22%
Prairie	324,761	327,739	2,978	0.92%
Pacific	1,639,021	1,453,268	-185,753	-11.33%
National	6,201,495	5,662,844	-538,651	-8.69%

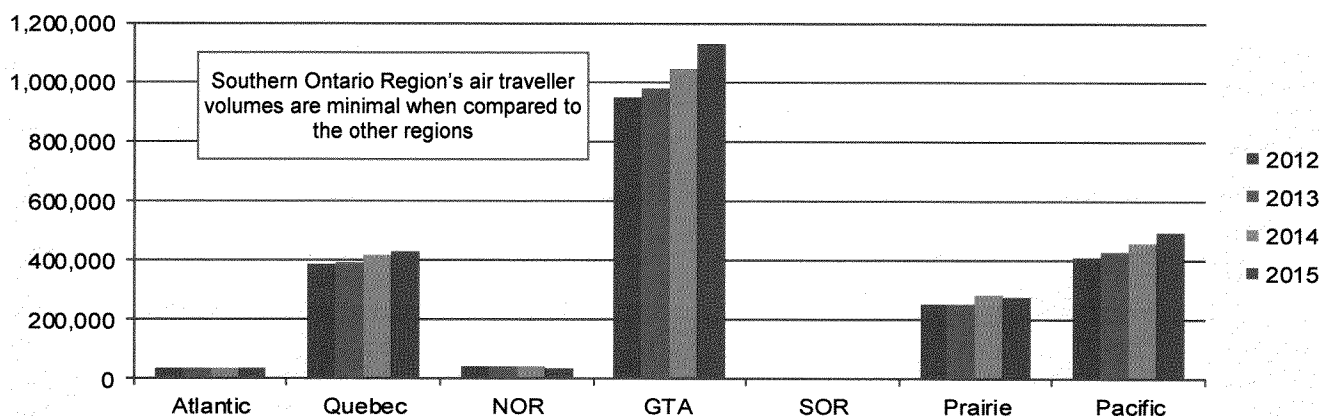


Air Travellers

Annual Trend



Comparison by Region—Current Month



There were 2,414,214 air travellers processed in June 2015. This was a **5.55% (or 126,863) increase** when compared to volumes from June 2014.

Pearson International Airport Terminal I and Terminal III both processed more air travellers when compared to the same period of previous years; increases in air traveller volumes were 11.59% (or 69,616), and 2.11% (or 8,179) respectively.

Saskatoon experienced the largest decrease in air traveller volumes as there were 36.87% (or 2,950) fewer travellers when compared to June 2014.

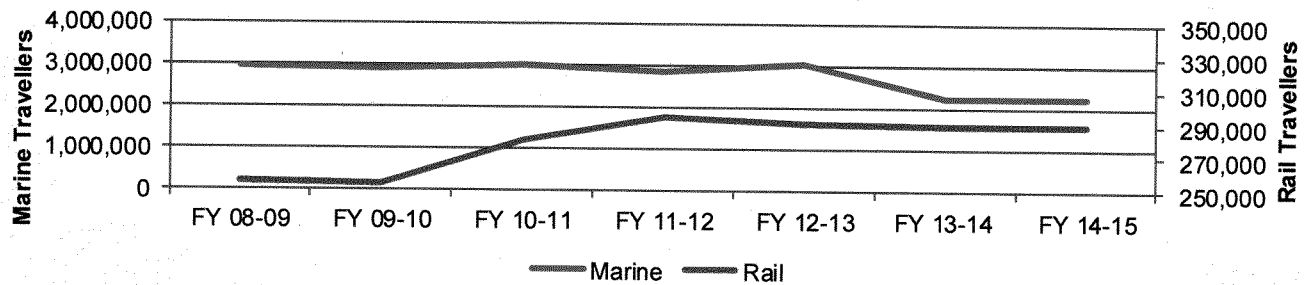
Total Air Traveller Volumes

Region	June 2014	June 2015	Difference	% Change
Atlantic	36,025	37,671	1,646	4.57%
Quebec	417,597	431,816	14,219	3.40%
NOR	39,583	37,969	-1,614	-4.08%
GTA	1,049,392	1,133,113	83,721	7.98%
SOR	2,259	2,112	-147	-6.51%
Prairie	280,680	276,231	-4,449	-1.59%
Pacific	461,815	495,302	33,487	7.25%
National	2,287,351	2,414,214	126,863	5.55%

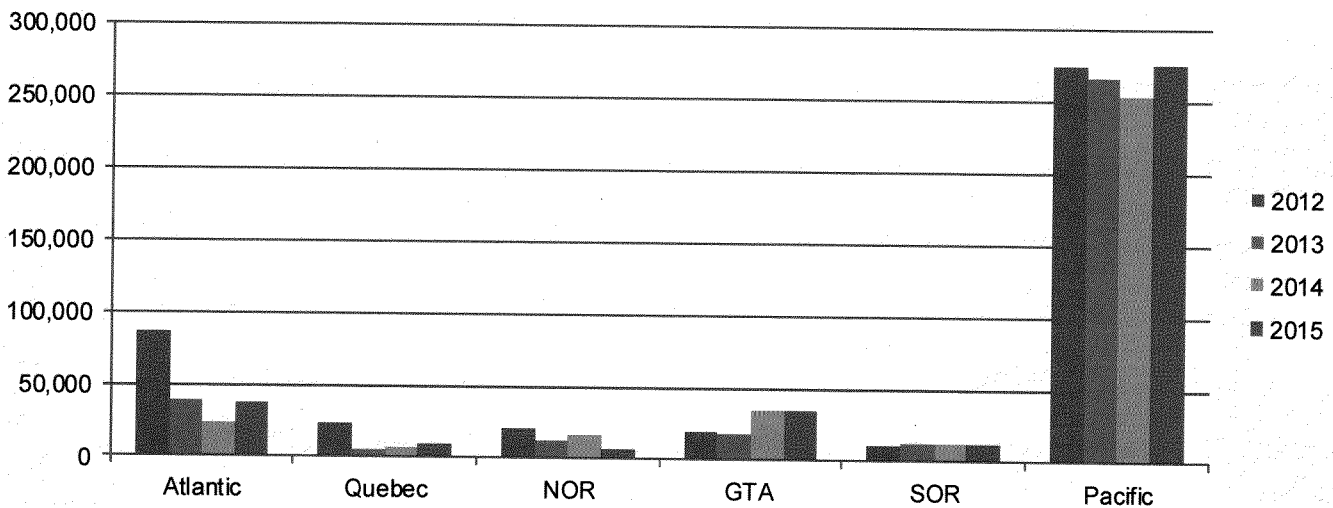


Marine and Rail Travellers

Annual Trend

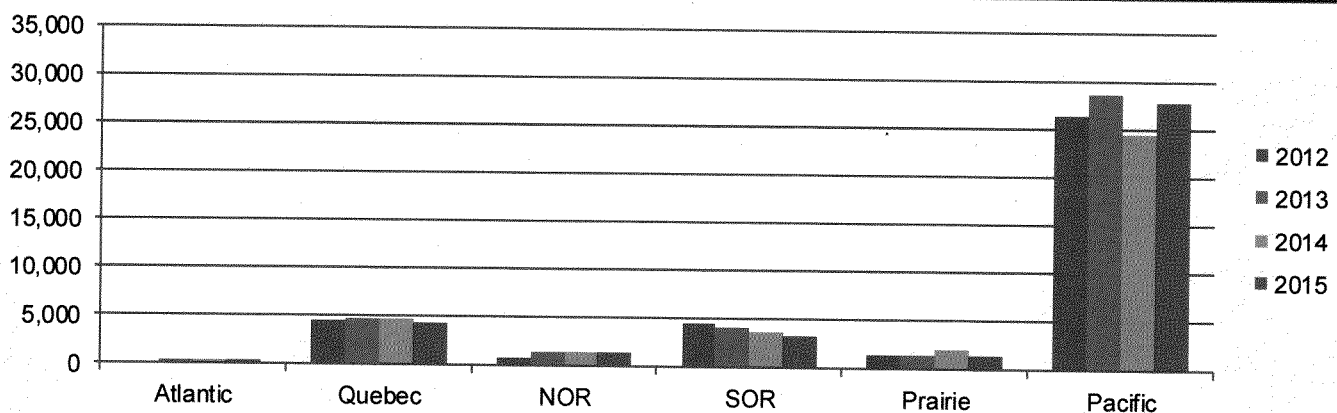


Marine Traveller Comparison by Region—Current Month



There were 383,638 marine travellers processed in June 2015, representing a **8.76% (or 30,886) increase** when compared to volumes from June 2014.

Rail Traveller Comparison by Region—Current Month

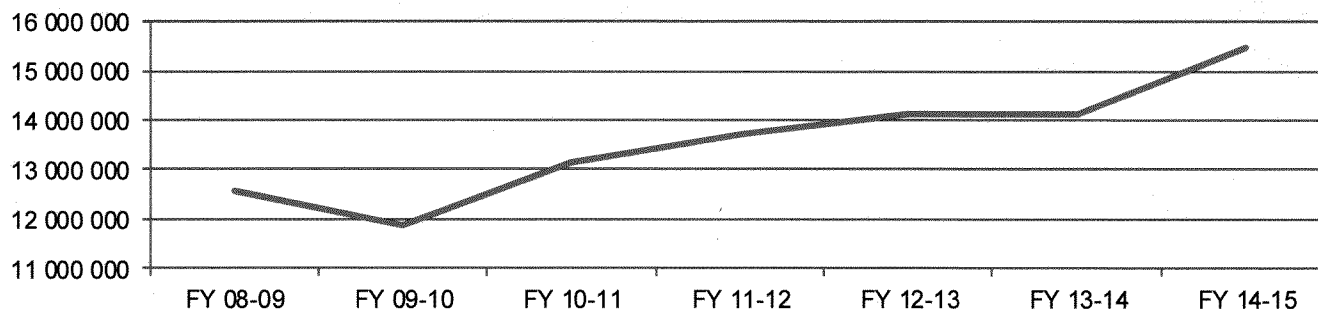


There were 38,954 rail travellers processed in June 2015. This was a **1.00% (or 386) increase** when compared to volumes from June 2014.

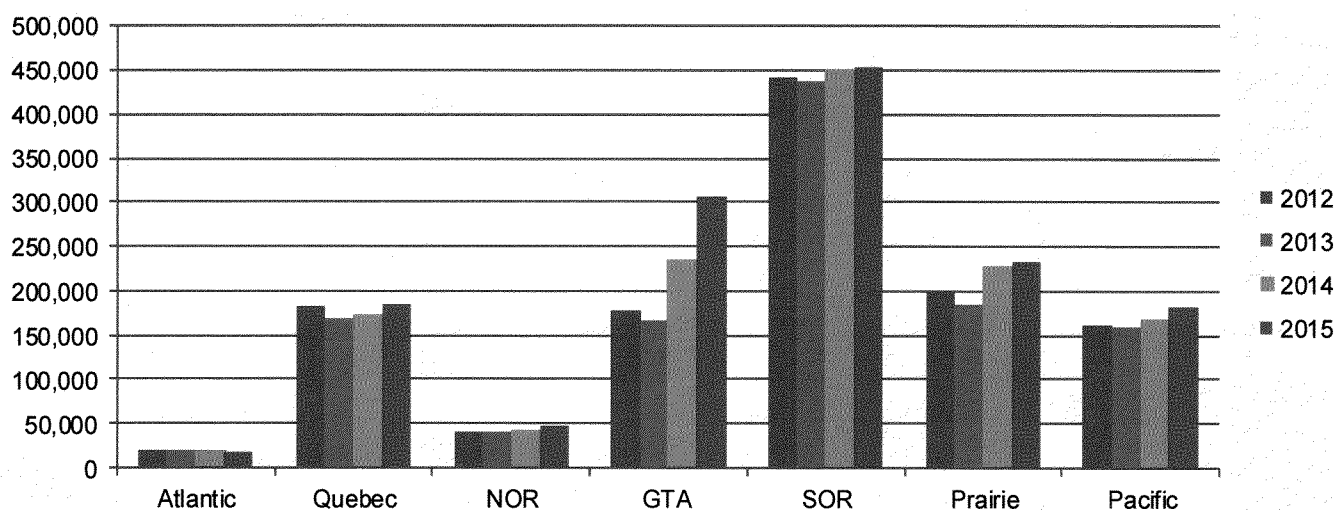


Commercial Releases—Total

Annual Trend



Total Releases Comparison by Region—Current Month



There were 1,423,425 commercial releases in June 2015. This was a **8.40% (or 110,250) increase** when compared to June 2014.

All regions, with the exception of the Atlantic Region experienced an increase in commercial releases compared to June 2014. The Greater Toronto Area Region experienced the greatest increase in commercial releases with 31.59% (or 73,670) more releases than June 2014. The Atlantic Region experienced a decrease in commercial releases with 6.02% (or 1,165) fewer releases than June 2014.

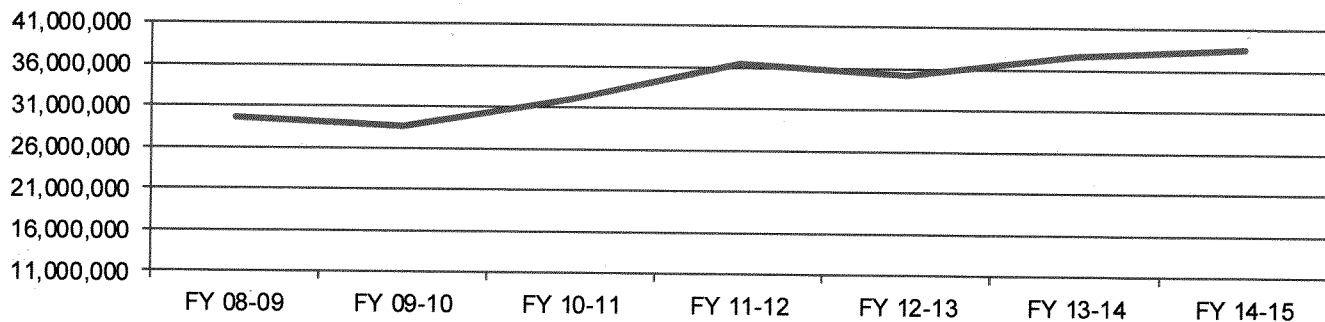
Total Commercial Releases

Region	June 2014	June 2015	Difference	% Change
Atlantic	19,357	18,192	-1,165	-6.02%
Quebec	173,236	184,223	10,987	6.34%
NOR	41,897	46,186	4,289	10.24%
GTA	233,200	306,870	73,670	31.59%
SOR	450,460	452,481	2,021	0.45%
Prairie	228,193	232,318	4,125	1.81%
Pacific	166,832	183,155	16,323	9.78%
National	1,313,175	1,423,425	110,250	8.40%

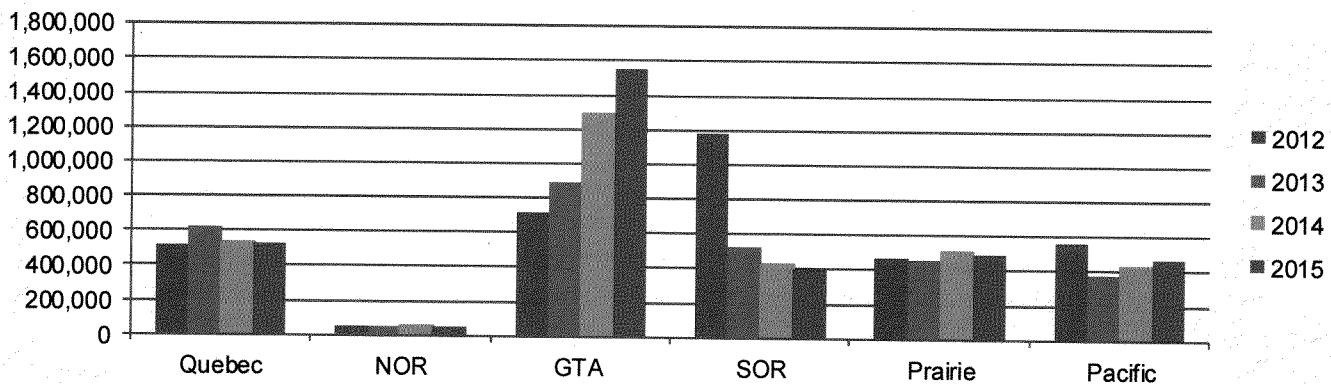


Courier Shipments—Total

Annual Trend



Total Courier By Region—Current Month



There were 3,508,962 courier shipments in June 2015. This was a **7.97% (or 259,106) increase** when compared to June 2014.

The greatest overall increase in courier shipments could be found in the Greater Toronto Area Region (GTA), with 257,397 (or 19.88%) more shipments than in June 2014. When separated by type, the largest increase in category 1 shipments (valued from \$0-\$20) and category 2 shipments (\$20-\$2500) was found in the Greater Toronto Area region with 17,211 (or 3.75%) and 240,186 (or 28.71%) more shipments than in June 2014 respectively.

The greatest overall decrease in courier shipments was found in the Southern Ontario Region, with 18,865 (or 4.45%) fewer shipments than in June 2014. When separated by type, the largest decrease in category 1 shipments was found in the Prairie Region with -13,998 (or 9.72%) fewer shipments than in June 2014. The largest decrease in category 2 shipments was found in the Southern Ontario Region with 9,605 (or 2.82%) fewer shipments than in June 2014.

Total Courier Shipments				
Region	June 2014	June 2015	Difference	% Change
Quebec	539,570	532,379	-7,191	-1.33%
NOR	53,243	51,180	-2,063	-3.87%
GTA	1,294,862	1,552,259	257,397	19.88%
SOR	423,858	404,993	-18,865	-4.45%
Prairie	511,655	495,496	-16,159	-3.16%
Pacific	426,668	472,655	45,987	10.78%
National	3,249,856	3,508,962	259,106	7.97%



Annex A: Data Control Sheet

Definitions:

Travellers: Includes all persons who have been processed with or without the assistance of CBSA automated systems.

Commercial releases: Section 31 of the Customs Act specifies that no goods shall be removed from customs control until released. The importer or customs broker requests release. The release information is used to determine the admissibility of the goods into Canada. There are several release options: PARS (Pre-Arrival Review System), RMD (Release on Minimum Documentation), B3 (Canada Customs Coding Form), Aerospace, CSA (Customs Self Assessment) and Automotive service options. Consolidated Management Reporting System (CMRS) contains all carrier information but contains only the Top 1000 Importers so this will also play into discrepancies.

Caveats and Data Notes:

General:

Discrepancies in scale may cause some traveller and commercial volumes to look like zero. For example, Southern Ontario appears to have no air travellers, and GTA with highway travellers. In this case 80,000 travellers in Southern Ontario do not show when compared to 12 million travellers in the GTA.

Change in Methodology

Page 2: With the implementation of 100 percent scanning on April 2, 2013 and the move away from using the F1 key to capture traveller volumes, this new methodology will allow a more accurate reflection of traveller volumes and will also speed up the process when generating the CBSA Trends Report. This new methodology has been approved by Traveller Programs and will be used to report traveller volumes within the CBSA moving forward.

Air traveller volumes will be extracted from the Passages from Primary Cube (ensuring that the miscoded air passage counts for St. John's, Kitchener Warehouse, Saskatoon, Dawson City, and Whitehorse are included in the air traveller totals). To supplement the air traveller volumes, general aviation counts will be included by extracting Hamilton TRC air volumes from the G11 Cube.

Highway, marine and rail mode traveller volumes will be extracted from the G11 database until 100% scanning in Passages has been successfully met in these modes.

Travellers:

Pages 6 & 7: GTA regularly reports air and marine travellers. Highway travellers will only be captured through the Hamilton Telephone Reporting Centre.

Pages 2 & 3: Upon the initial review of the data from the G11 the following figures have been substituted:

Region	Total WLOCs	Late/ Missing WLOC Data FY 2015- 2016	Comments
			The POEs below did not successfully key in their G11 traveller counts in time for the CMRS refresh. As a result, traveller counts were obtained through the sources below and would differ from the initial counts presented in CMRS following the first refresh date.
Quebec Region	47	1	• 3630 Cap Aux Meules —June 2015—traveller counts were received manually from the POE following the G11 cut-off and refresh date. This POE had 0 travellers in June 2015.
Northern Ontario Region	19	1	• 4312 Ottawa International Airport —May 2015—G11 traveller counts have not been received. Counts were submitted for June 2015.
Greater Toronto Area Region	19	1	• 4590 Barrie —June 2015—G11 traveller counts have not been received. This port does not have automated capabilities.
Southern Ontario Region	16	1	• 4651 Walpole Island —May & June 2015—traveller counts were received manually from the POE following the G11 cut-off and refresh date. In June 2015, Walpole Island reported 7848 travellers , affecting highway and marine traveller counts when compared to CMRS values.
Prairie Region	47	1	• 7054 Chief Mountain —June 2015—traveller counts were submitted manually from the POE following the G11 cut-off and refresh date. In June 2015, Chief Mountain reported 20,640 travellers , affecting highway and marine traveller counts when compared to CMRS values.
Pacific Region	46	2	• 8300 Campbell River —May 2015—traveller counts have not been received. This port does not have automated capabilities.
			• 8201 Prince George —June 2015—traveller counts have not been received. This port does not have automated capabilities.

**Commercial:**

Page 8: Figures on commercial releases by mode have been removed from the report until they can be reported accurately. Current systems do not allow the CBSA to track releases accurately by mode. Data volumes in the CBSA's Consolidated Management Reporting Services (CMRS) are pulled from the Accelerated Commercial Release Operations Support System (ACROSS). In ACROSS, commercial releases are tracked by office. Offices are assigned to one mode only depending on their primary workload. However, many offices release shipments entering from multiple modes. For example, an office in the GTA may release rail and air shipments. As the office in the GTA is designated as a rail office, it will code every air shipment it releases to rail mode.

Page 8: As of January 2014, a major company switched from consolidated release requests to single release requests for individual shipments, causing a large increase in commercial releases compared to previous years. These changes only affect the commercial releases stream and do not have any impact on courier shipment totals.

Courier:

Page 9: In January 2013, the maximum value for category 2 courier shipments increased from \$1600 to \$2500. Recent increases in courier volumes can be partially explained by this change.

Data Sources:

CBSA Actuals: CMRS Corporate (CBSA General) Cube sourced from G11 data (Traveller and Commercial data)

Dates Pulled:

Week of June 15, 2015 (refresh date June 15, 2015)

Contacts:

- **Andrei Grushman** — Director, Data Analytics Division, Global Border Management and Data Analytics Directorate, Programs Branch
- **Bente Baklid** — Director, Corporate and Program Services Division, Border Operations Directorate, Operations Branch
- **Michael Junek** — A/Director, Program Performance and Reporting, Commercial Programs Directorate, Programs Branch
- **Meda-Cristina Horacsek** — Director, Program Performance and Reporting, Traveller Programs Directorate, Programs Branch
- **Mike Leahy** — Director, eManifest Business Intelligence and Risk Assessment, Major Projects Directorate, Information Science and Technology Branch

Report Produced by: The CBSA Performance Reporting Unit, CBSA-ASFC_PRU-URR

If you have any questions about the content of the CBSA Trends Report please contact:

Richard Ojha (Richard.Ojha@cbsa-asfc.gc.ca) with a cc: to Mary Werre (Mary.Werre@cbsa-asfc.gc.ca)



Canada Border
Services Agency

Agence des services
frontaliers du Canada



CBSA Trends Report

July 2015

FINAL

October 2015

Data Analytics Division
Global Border Management and Data Analytics
Directorate
Programs Branch

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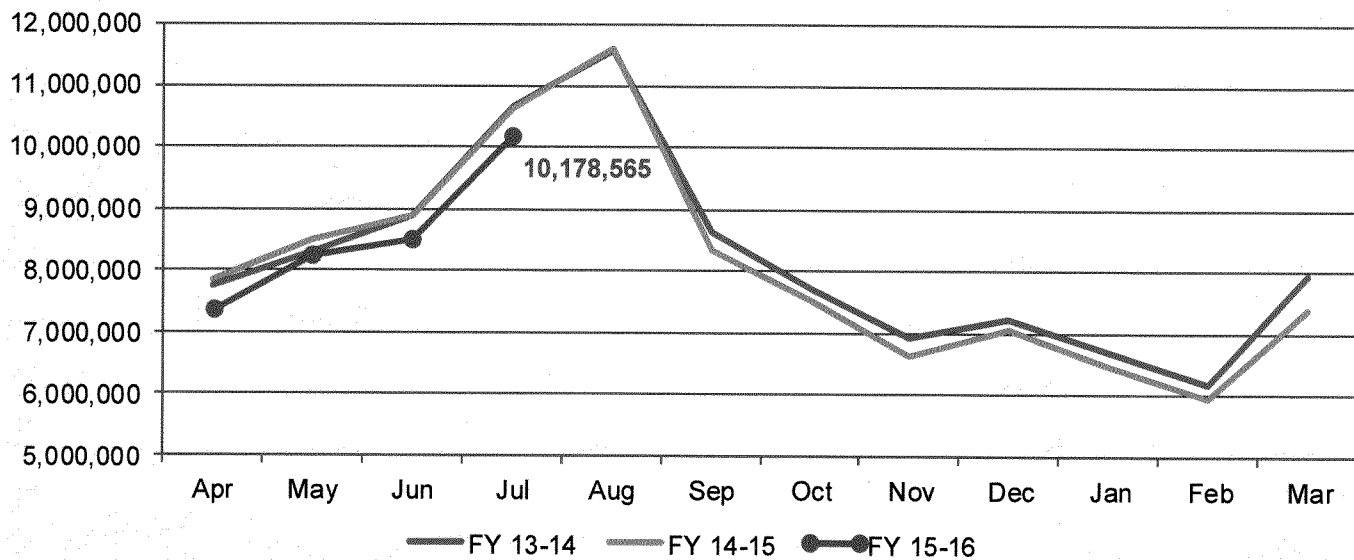
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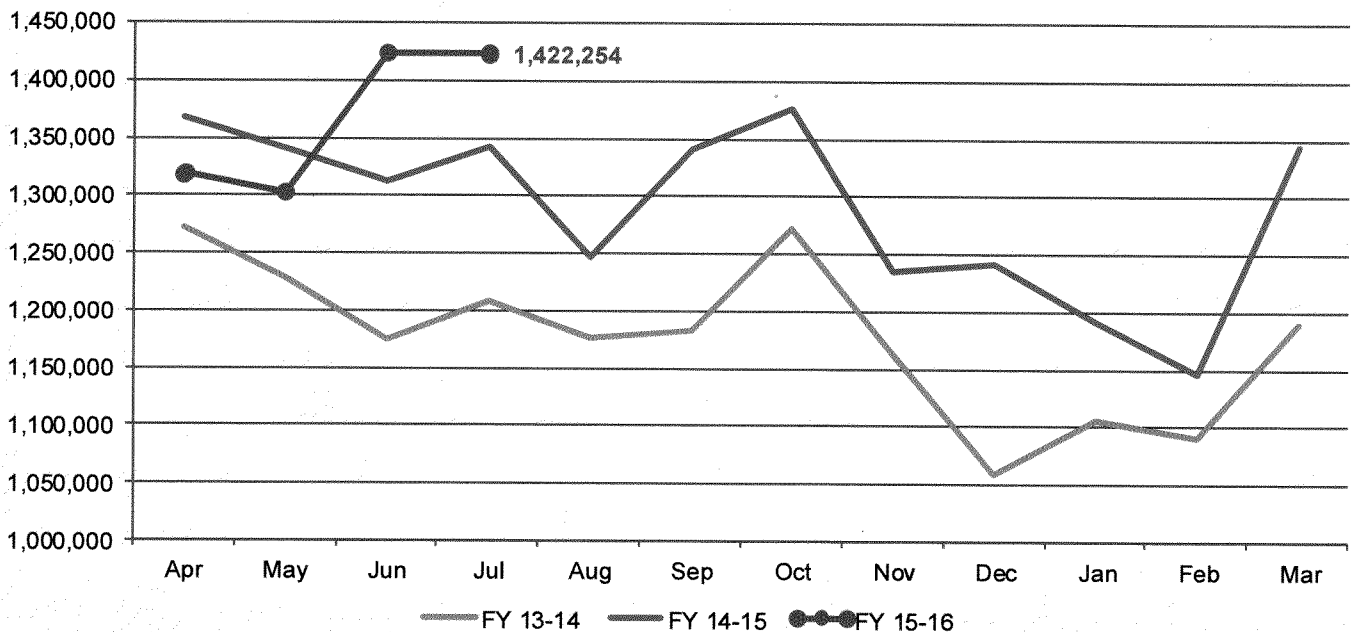
Highlights

Travellers



There were 10,178,565 travellers processed in July 2015. This was a **4.13% (or 438,026) decrease** when compared to volumes from July 2014. Highway travellers decreased by 8.40% (or 633,851), while air travellers increased by 6.69% (or 173,997).

Commercial Releases

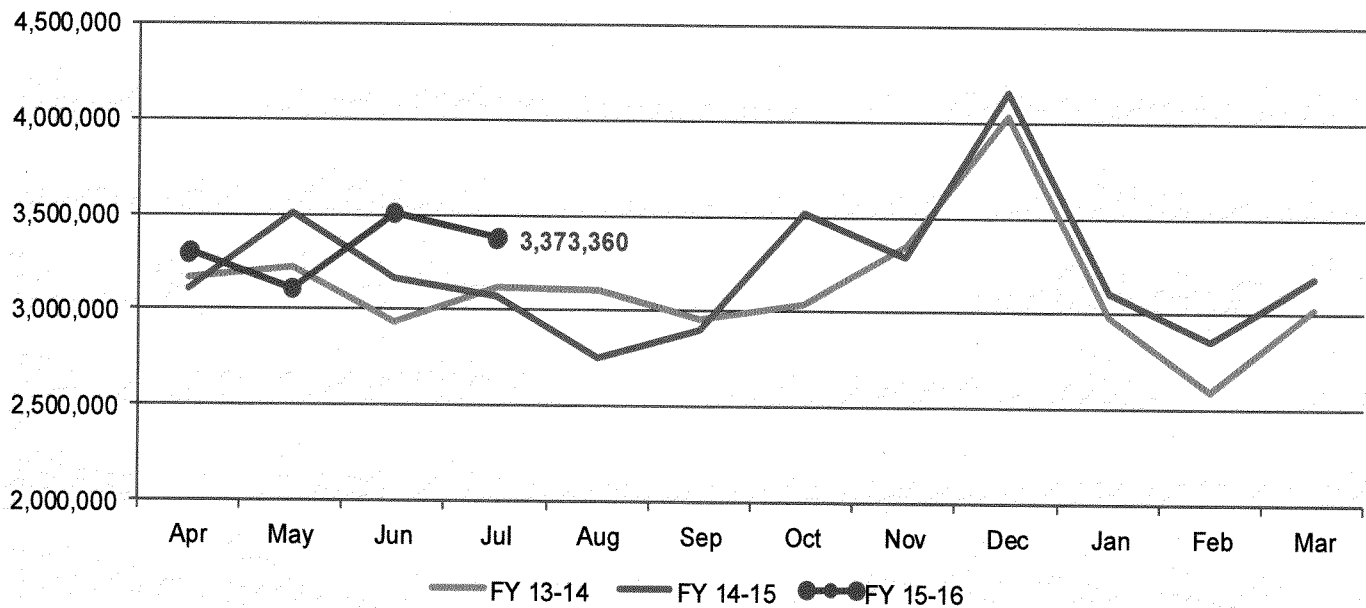


There were 1,422,254 commercial releases in July 2015. This was a **5.90% (or 79,298) increase** when compared to volumes from July 2014.



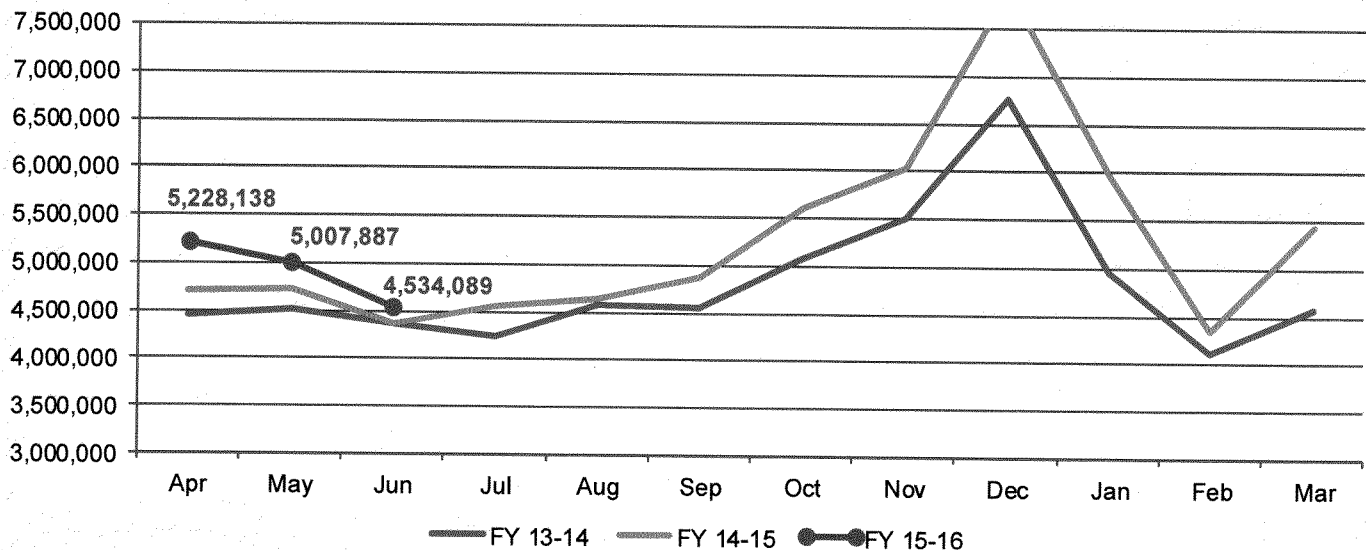
Highlights

Courier



There were 3,373,360 courier shipments in July 2015. This was a **6.43% (or 203,950) increase** when compared to July 2014.

Postal (Quarterly Update)



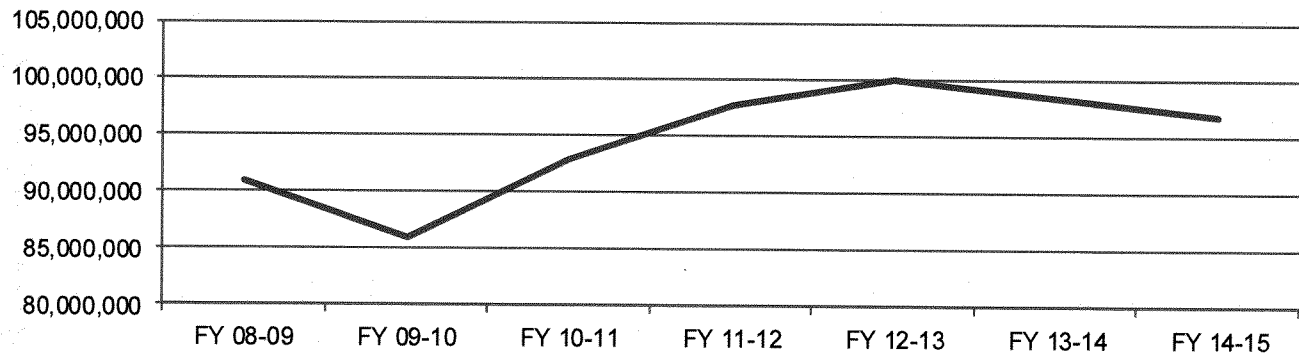
Since postal volumes are often not available until two months following the reporting month, postal volumes will be reported on retroactively at the end of each quarter. This approach is intended to prevent delays in the release of the monthly Trends Report.

There were 14,770,114 postal shipments in Q1 2015-16. This was an **11.32% (or 531,491) increase** compared to Q1 2014-15.

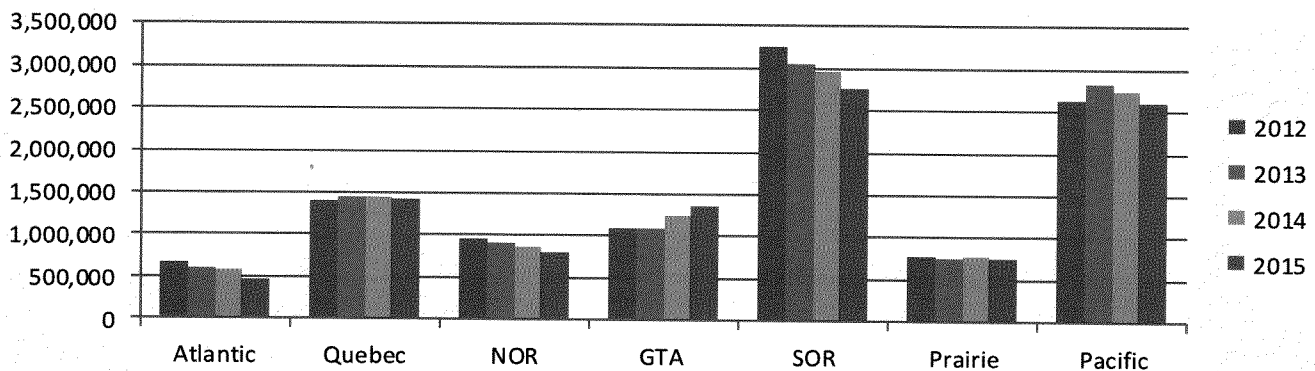


Travellers—All Modes

Annual Trend



Comparison by Region—Current Month



There were 10,178,565 travellers processed in July 2015. This was a **4.13% (or 438,026) decrease** when compared to traveller volumes from July 2014.

Almost all regions, with the exception of the Greater Toronto Area (GTA), have processed fewer travellers when compared to July 2014. The largest decrease in total traveller volumes occurred in the Southern Ontario Region with 198,746 (or 6.70%) fewer travellers when compared to July 2014.

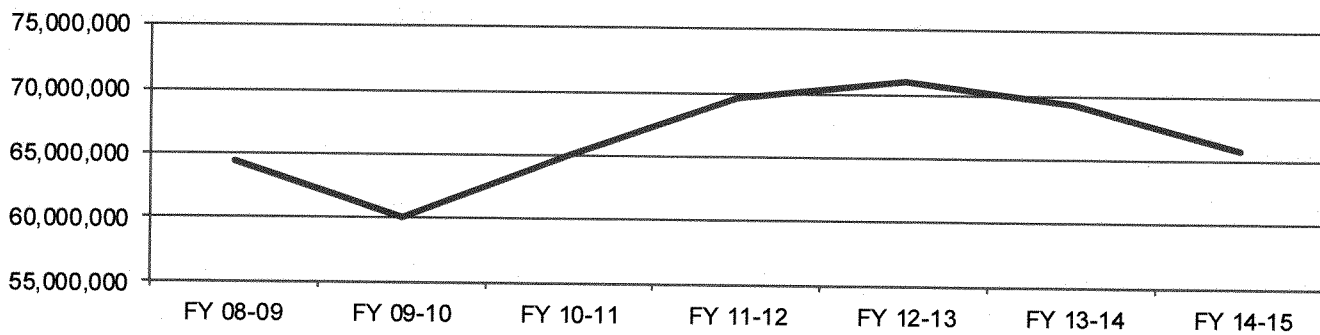
The Greater Toronto Area processed 119,651 (or 9.66%) more travellers when compared to July 2014. Part of this increase in GTA traveller volumes is likely due to the international traffic for the FIFA Women's World Cup, and for the Pan Am Games, which took place between July 10th and July 26th in Toronto. The increase in GTA traveller volumes is also due in part to the GTA's aggressive plan to increase traveller growth.

Total Traveller Volumes				
Region	July 2014	July 2015	Difference	% Change
Atlantic	573,794	470,756	-103,038	-17.96%
Quebec	1,438,493	1,422,817	-15,676	-1.09%
NOR	874,156	800,876	-73,280	-8.38%
GTA	1,238,864	1,358,515	119,651	9.66%
SOR	2,966,711	2,767,965	-198,746	-6.70%
Prairie	785,084	743,849	-41,235	-5.25%
Pacific	2,739,489	2,613,787	-125,702	-4.59%
National	10,616,591	10,178,565	-438,026	-4.13%

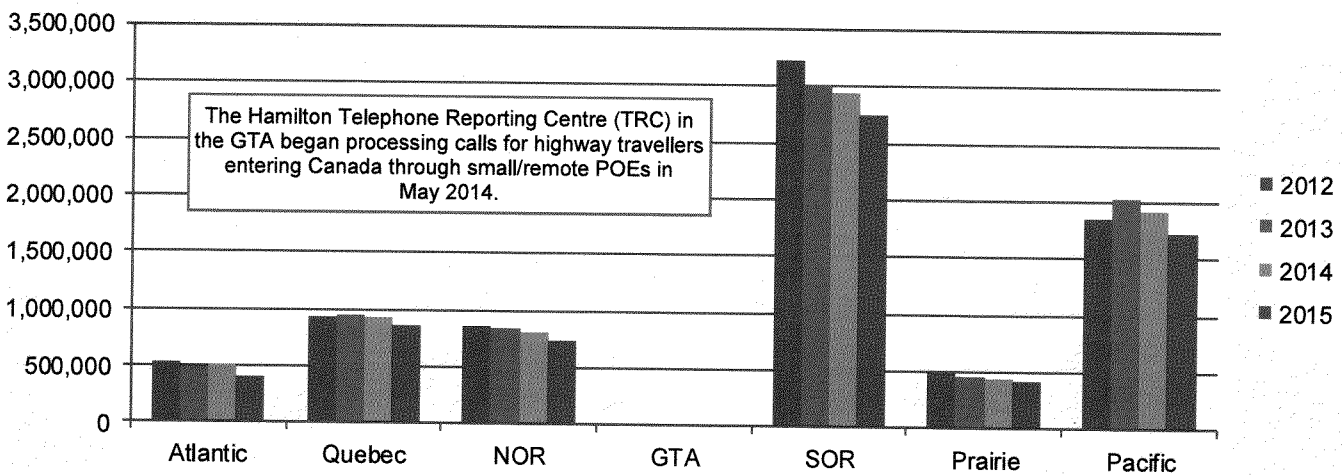


Highway Travellers

Annual Trend



Comparison By Region—Current Month



There were 6,887,969 highway travellers processed in July 2015. This was a **8.73% (or 658,529) decrease** when compared to volumes from July 2014.

All regions, with the exception of the Greater Toronto Area (GTA), have processed fewer highway travellers when compared to July 2014. The largest decrease in highway travellers was found at Sarnia (BWB) with **-13.01% (or 67,717) fewer travellers** when compared to July 2014.

Lansdowne/Wolfe Island processed the greatest increase in highway traveller volumes with **8.70% (or 17,548) more travellers** when compared to July 2014.

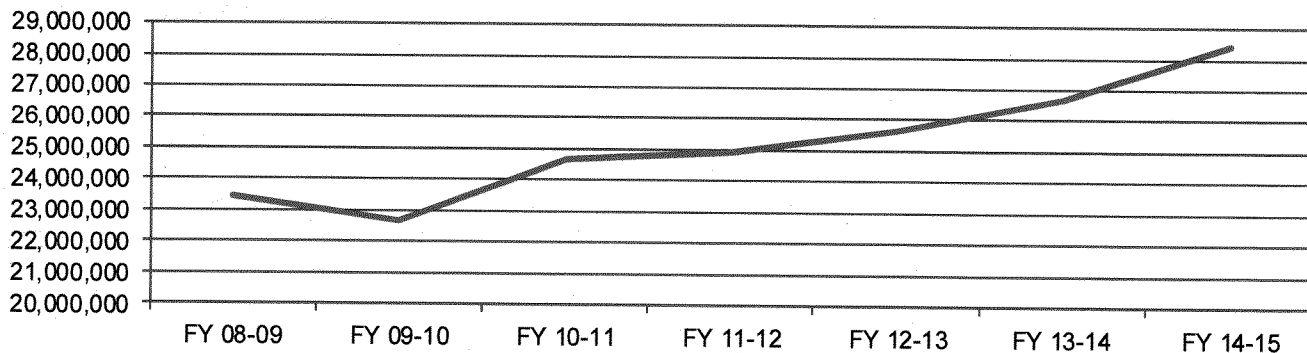
Total Highway Traveller Volumes

Region	July 2014	July 2015	Difference	% Change
Atlantic	499,942	401,120	-98,822	-19.77%
Quebec	930,466	864,983	-65,483	-7.04%
NOR	806,803	746,205	-60,598	-7.51%
GTA	4,168	4,467	299	7.17%
SOR	2,943,183	2,745,410	-197,773	-6.72%
Prairie	445,290	417,834	-27,456	-6.17%
Pacific	1,916,646	1,707,950	-208,696	-10.89%
National	7,546,498	6,887,969	-658,529	-8.73%

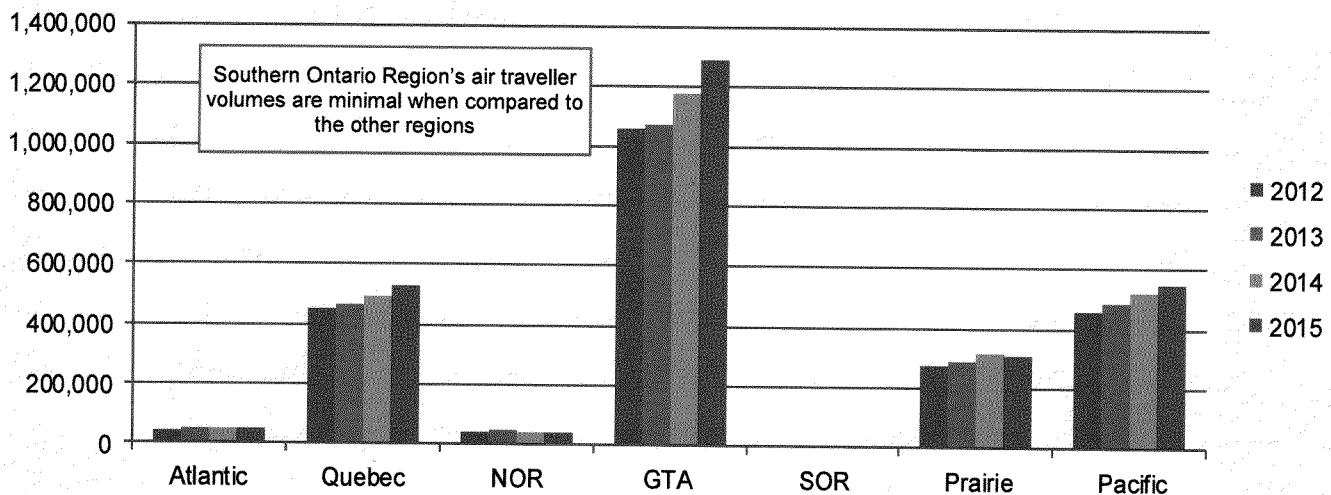


Air Travellers

Annual Trend



Comparison by Region—Current Month



There were 2,774,454 air travellers processed in June 2015. This was a **6.69% (or 173,997) increase** when compared to volumes from July 2014.

Pearson International Airport experienced the greatest increase in air travellers with 9.96% (or 110,842) more travellers when compared to July 2014.

Regina experienced the largest decrease in air traveller volumes as there were 49.417% (or 3,683) fewer travellers when compared to July 2014.

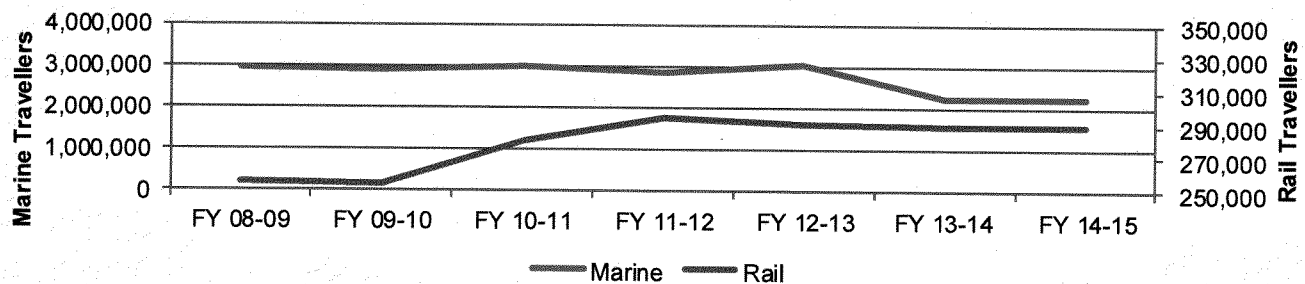
Total Air Traveller Volumes

Region	July 2014	July 2015	Difference	% Change
Atlantic	48,759	46,197	-2,562	-5.25%
Quebec	493,246	530,846	37,600	7.62%
NOR	42,546	40,825	-1,721	-4.05%
GTA	1,180,523	1,292,573	112,050	9.49%
SOR	2,341	2,099	-242	-10.34%
Prairie	313,183	309,368	-3,815	-1.22%
Pacific	519,859	552,546	32,687	6.29%
National	2,600,457	2,774,454	173,997	6.69%

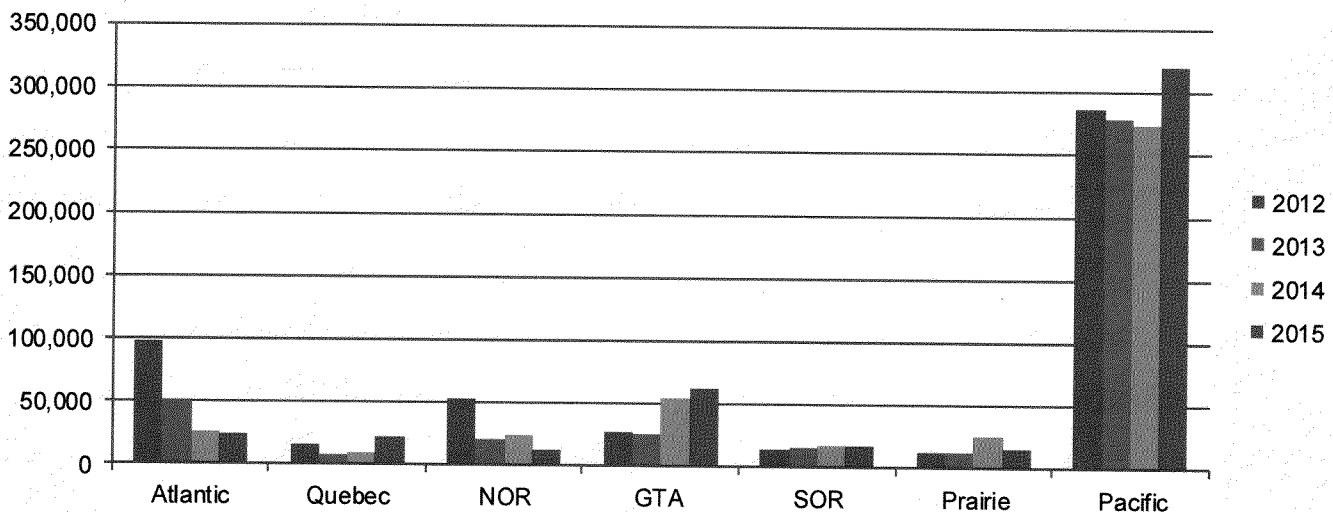


Marine and Rail Travellers

Annual Trend

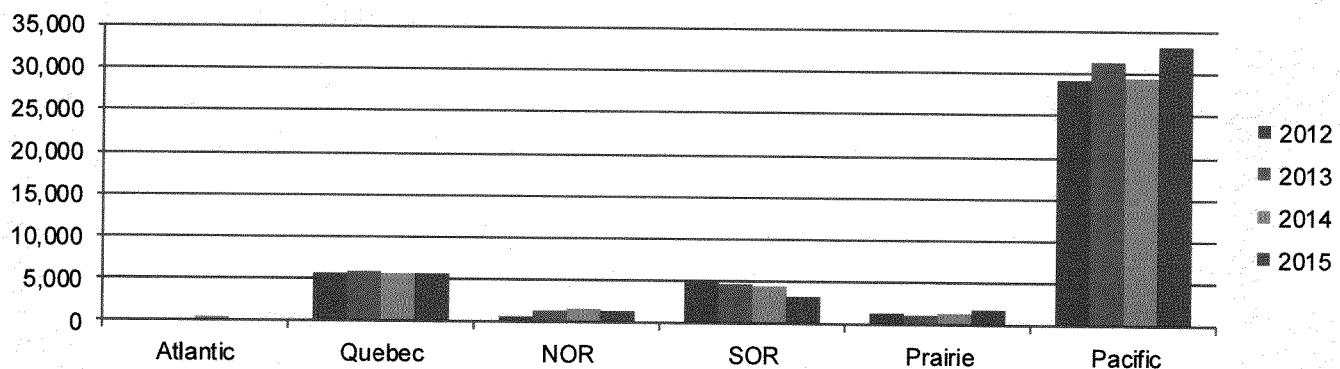


Marine Traveller Comparison by Region—Current Month



There were 470,567 marine travellers processed in July 2015, representing a **10.28% (or 43,855) increase** when compared to volumes from July 2014.

Rail Traveller Comparison by Region—Current Month

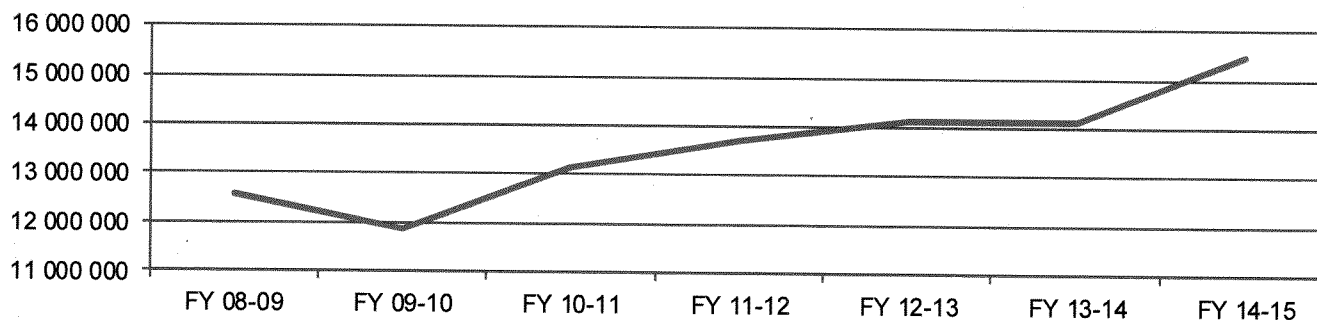


There were 45,575 rail travellers processed in July 2015. This was a **6.18% (or 2,651) increase** when compared to volumes from July 2014.

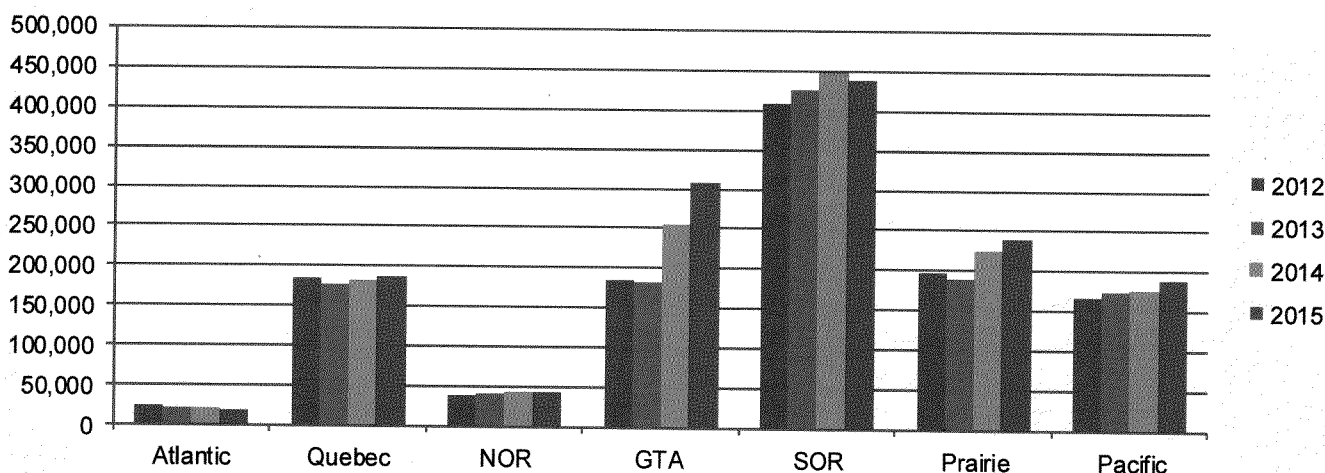


Commercial Releases—Total

Annual Trend



Total Releases Comparison by Region—Current Month



There were 1,422,254 commercial releases in July 2015. This was a **5.90% (or 79,298) increase** when compared to July 2014.

All regions, with the exception of the Atlantic Region and the Southern Ontario Region experienced an increase in commercial releases compared to July 2014. The Southern Ontario Region experienced the greatest decrease in commercial releases with 2.18% (or 9,775) fewer releases than July 2014. The Greater Toronto Area Region experienced the greatest increase in commercial releases with 21.60% (or 54,554) more releases than July 2014.

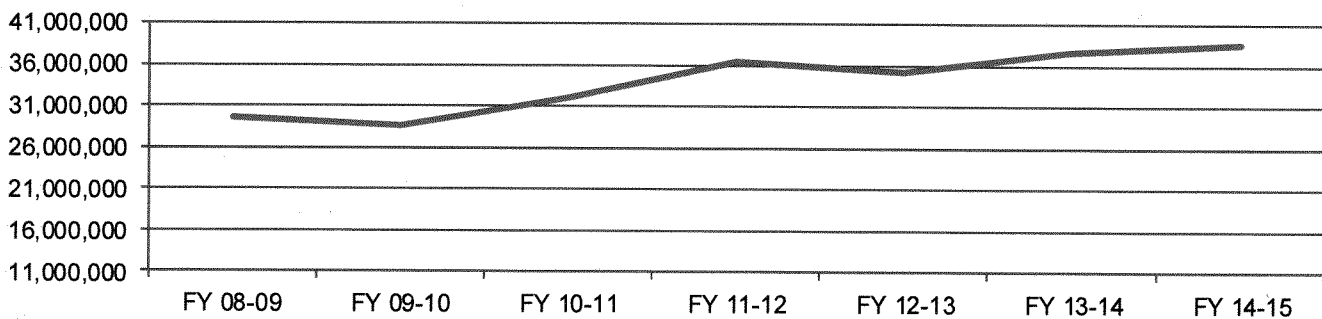
Total Commercial Releases

Region	July 2014	July 2015	Difference	% Change
Atlantic	20,172	18,157	-2,015	-9.99%
Quebec	180,431	186,381	5,950	3.30%
NOR	42,906	43,385	479	1.12%
GTA	252,551	307,105	54,554	21.60%
SOR	448,740	438,965	-9,775	-2.18%
Prairie	222,901	239,522	16,621	7.46%
Pacific	175,255	188,739	13,484	7.69%
National	1,342,956	1,422,254	79,298	5.90%

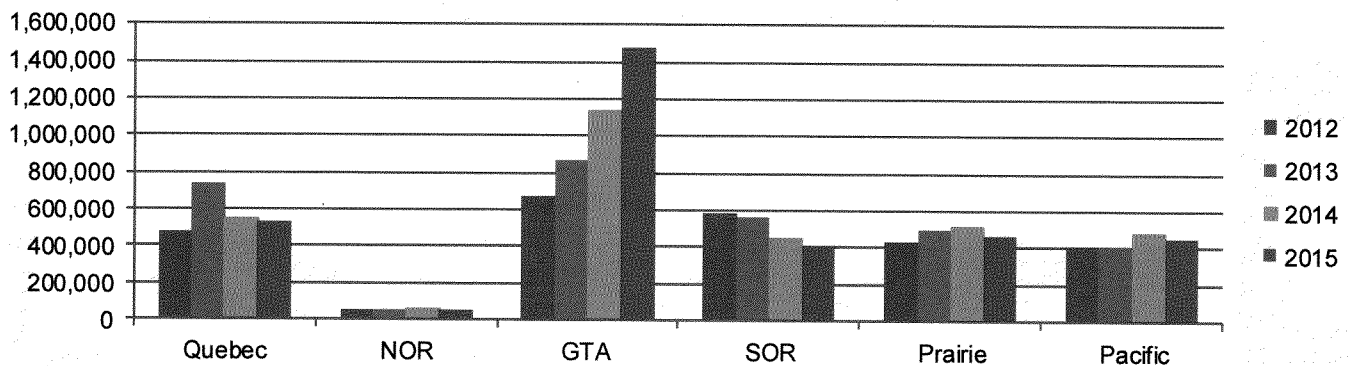


Courier Shipments—Total

Annual Trend



Total Courier By Region—Current Month



There were 3,373,360 courier shipments in July 2015. This was a **6.43% (or 203,950) increase** when compared to July 2014.

The greatest increase in courier shipments could be found in the Greater Toronto Area Region (GTA), with 350,554 (or 31.01%) more shipments than in July 2014. The greatest decrease in courier shipments was found in the Prairie Region, with 52,213 (or 10.15%) fewer shipments than in July 2014.

When separated by type, the largest increase in category 1 shipments (valued from \$0-\$20) and category 2 shipments (\$20-\$2500) was found in the Greater Toronto Area region with 98,095 (or 25.53%) and 252,459 (or 33.84%) more shipments than in July 2014 respectively.

The largest decrease in category 1 shipments was found in the Pacific Region with 22,230 (or 12.29%) fewer shipments than in July 2014. The largest decrease in category 2 shipments was found in the Prairie Region with 33,989 (or 9.29%) fewer shipments than in July 2014.

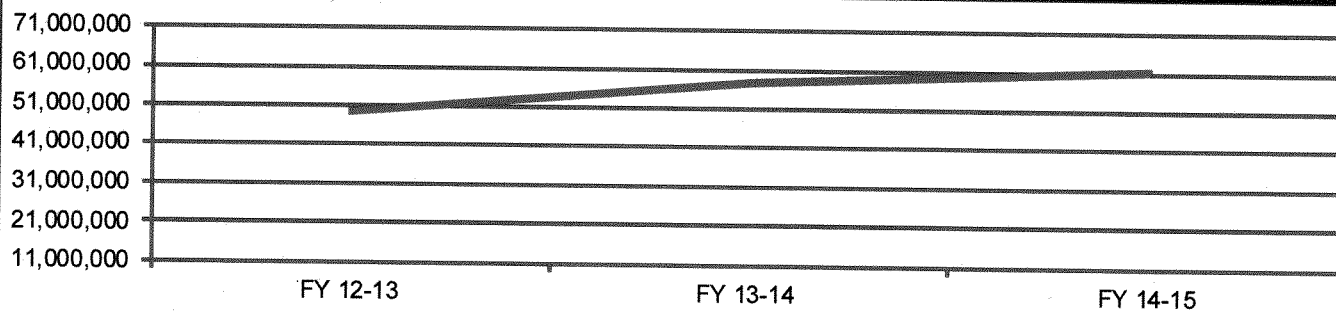
Total Courier Shipments

Region	July 2014	July 2015	Difference	% Change
Quebec	548,598	524,431	-24,167	-4.41%
NOR	54,074	47,190	-6,884	-12.73%
GTA	1,130,331	1,480,885	350,554	31.01%
SOR	442,396	405,884	-36,512	-8.25%
Prairie	514,317	462,104	-52,213	-10.15%
Pacific	479,694	452,866	-26,828	-5.59%
National	3,169,410	3,373,360	203,950	6.43%

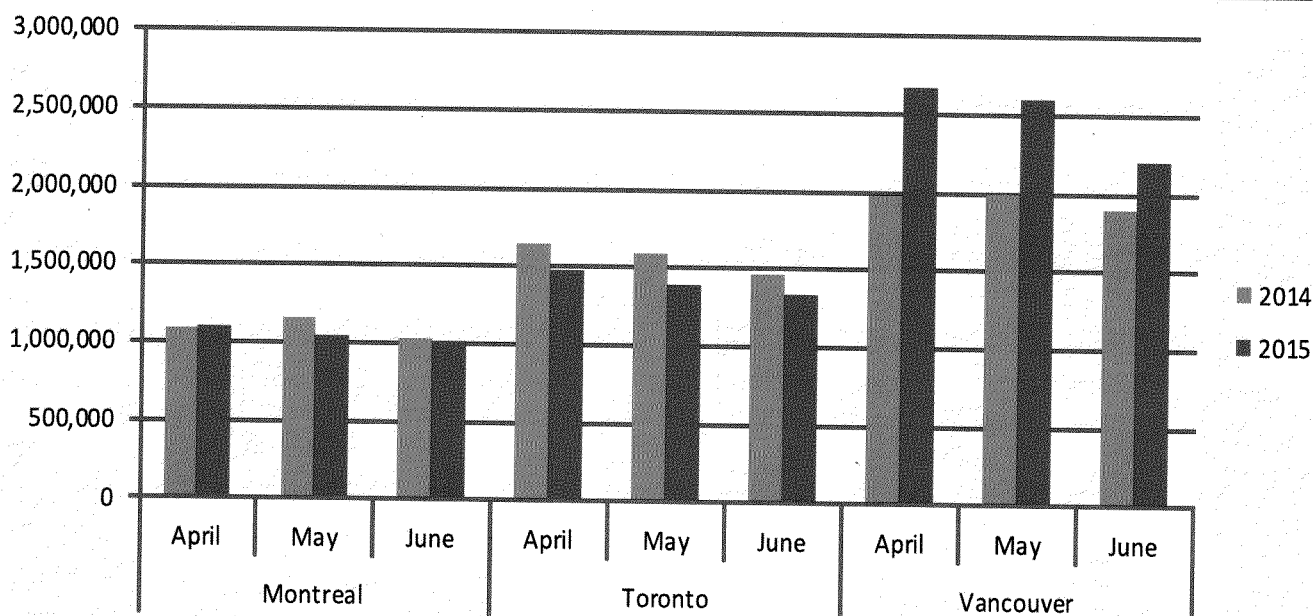


Postal Volumes—Total

Annual Trend



Total Postal—By Month (Q1 Overview)



Since postal volumes are often not available until two months following the reporting month, postal volumes will be reported on retroactively at the end of each quarter. This approach is intended to prevent delays in the release of the monthly Trends Report.

There were 14,770,114 postal shipments in Q1 2015-16. This was an **11.32% (or 531,491) increase** compared to Q1 2014-15. The Vancouver postal centre experienced the greatest increase (27.29% or 1,596,402) in postal volumes for the current reporting period. The Toronto postal centre experienced the greatest decrease in postal volumes (-10.54% or -493,063) when compared to Q1 2014-15.

Total Postal Volumes

Port	Q1 2014-15	Q1 2015-16	Difference	% Change
Montreal	3,248,470	3,139,907	-108,563	-3.34%
Toronto	4,676,052	4,182,989	-493,063	-10.54%
Vancouver	5,850,815	7,447,218	1,596,402	27.29%
National	13,775,337	14,770,114	531,491	11.32%



Annex A: Data Control Sheet

Definitions:

Travellers: Includes all persons who have been processed with or without the assistance of CBSA automated systems.

Commercial releases: Section 31 of the Customs Act specifies that no goods shall be removed from customs control until released. The importer or customs broker requests release. The release information is used to determine the admissibility of the goods into Canada. There are several release options: PARS (Pre-Arrival Review System), RMD (Release on Minimum Documentation), B3 (Canada Customs Coding Form), Aerospace, CSA (Customs Self Assessment) and Automotive service options. Consolidated Management Reporting System (CMRS) contains all carrier information but contains only the Top 1000 Importers so this will also play into discrepancies.

Caveats and Data Notes:

General:

Discrepancies in scale may cause some traveller and commercial volumes to look like zero. This can be seen for Southern Ontario, which appears to have no air travellers, and the GTA which appears to have no highway travellers in their respective graphs. As an example, in this case the 2,000 travellers in Southern Ontario do not show when compared to 1 million air travellers in the GTA.

Change in Methodology

Page 2: With the implementation of 100 percent scanning on April 2, 2013 and the move away from using the F1 key to capture traveller volumes, this new methodology will allow a more accurate reflection of traveller volumes and will also speed up the process when generating the CBSA Trends Report. Although implementation officially began in April 2013, it was not until recently that the data in Passages from Primary could be considered reliable enough for trends reporting. This new methodology has been approved by Traveller Programs and will be used to report traveller volumes within the CBSA moving forward.

Air traveller volumes will be extracted from the Passages from Primary Cube (ensuring that the miscoded air passage counts for St. John's, Kitchener Warehouse, Saskatoon, Dawson City, and Whitehorse are included in the air traveller totals). To supplement the air traveller volumes, general aviation counts will be included by extracting Hamilton TRC air volumes from the G11 Cube.

Highway, marine and rail mode traveller volumes will be extracted from the G11 database until 100% scanning in Passages has been successfully met in these modes.

Travellers:

Pages 6 & 7: GTA regularly reports air and marine travellers. Highway travellers will only be captured through the Hamilton Telephone Reporting Centre.

Upon the initial review of the data from the G11 the following figures have been updated.

Region	Total WLOCs	Late/ Missing WLOC Data FY 2015-2016	Comments
			The POEs below did not successfully key in their G11 traveller counts in time for the CMRS refresh. As a result, traveller counts were obtained through the sources below.
Atlantic Region	35	1	<ul style="list-style-type: none"> • 1010 Charlottetown—July 2015—traveller counts were received manually from the POE following the G11 cut-off and refresh date. Charlottetown reported 19 marine travellers for July 2015.
Quebec Region	47	2	<ul style="list-style-type: none"> • 3630 Cap Aux Meules—July 2015—traveller counts were received manually from the POE following the G11 cut-off and refresh date. Cap Aux Meules reported 180 marine travellers for July 2015.
			<ul style="list-style-type: none"> • 3040 Gaspé—July 2015—traveller counts were received manually from the POE following the G11 cut-off and refresh date. Gaspé reported 32 marine travellers for July 2015.
Northern Ontario Region	19	2	<ul style="list-style-type: none"> • 4560 Lansdowne/Wolfe Island—July 2015—traveller counts were received manually from the POE following the G11 cut-off and refresh date. Lansdowne reported 219,364 highway travellers for July 2015.
			<ul style="list-style-type: none"> • 4115 Sandpoint Lake—July 2015—traveller counts were received manually from the POE following the G11 cut-off and refresh date. Sandpoint Lake reported 2,542 marine travellers for July 2015.



Region	Total WLOCs	Late/ Missing WLOC Data FY 2015- 2016	Comments
Greater Toronto Area Region	19	1	The POEs below did not successfully key in their G11 traveller counts in time for the CMRS refresh. As a result, traveller counts were obtained through the sources below.
Prairie Region	47	3	<ul style="list-style-type: none"> • 4800 Brampton—July 2015—courier volumes were received manually from the POE following the G11 cut-off and refresh date. Brampton reported 352,993 courier shipments for July 2015.
			<ul style="list-style-type: none"> • 7054 Chief Mountain—July 2015—traveller counts were received manually from the POE following the G11 cut-off and refresh date. Chief Mountain reported 23,342 highway and 14,574 marine travellers for July 2015.
			<ul style="list-style-type: none"> • 7021 Edmonton Commercial—July 2015—courier volumes were received manually from the POE following the G11 cut-off and refresh date. Winnipeg reported 71,500 courier shipments for July 2015.
Pacific Region	46	4	<ul style="list-style-type: none"> • 5101 Wpg Int'l Airport—July 2015—courier volumes were received manually from the POE following the G11 cut-off and refresh date. Winnipeg reported 64,493 courier shipments for July 2015.
			<ul style="list-style-type: none"> • 8095 Marine Ops—July 2015—traveller counts were received manually from the POE following the G11 cut-off and refresh date. Marine Ops reported 3,197 marine travellers for July 2015.
			<ul style="list-style-type: none"> • 8096 Vancouver Cruise Ship—July 2015—traveller counts were received manually from the POE following the G11 cut-off and refresh date. Vancouver Cruise Ship reported 107,389 marine travellers for July 2015.
			<ul style="list-style-type: none"> • 8090 Vancouver Amtrak—July 2015—traveller counts were received manually from the POE following the G11 cut-off and refresh date. Vancouver Amtrak reported 10,575 rail travellers for July 2015.
			<ul style="list-style-type: none"> • 8370 Rykerts—July 2015—the value in CMRS for highway travellers is incorrect (49,374). The POE has manually reported that highway traveller volumes should be 24,696 for July 2015. This change will not appear in CMRS until the second refresh date.

Commercial:

Page 8: Figures on commercial releases by mode have been removed from the report until they can be reported accurately. Current systems do not allow the CBSA to track releases accurately by mode. Data volumes in the CBSA's Consolidated Management Reporting Services (CMRS) are pulled from the Accelerated Commercial Release Operations Support System (ACROSS). In ACROSS, commercial releases are tracked by office. Offices are assigned to one mode only depending on their primary workload. However, many offices release shipments entering from multiple modes. For example, an office in the GTA may release rail and air shipments. As the office in the GTA is designated as a rail office, it will code every air shipment it releases to rail mode.

Page 8: As of January 2014, a major company switched from consolidated release requests to single release requests for individual shipments, causing a large increase in commercial releases compared to previous years. These changes only affect the commercial releases stream and do not have any impact on courier shipment totals.

Courier:

Page 9: In January 2013, the maximum value for category 2 courier shipments increased from \$1600 to \$2500. Recent increases in courier volumes can be partially explained by this change.

**Data Sources:**

CBSA Actuals: CMRS Corporate (CBSA General) Cube sourced from G11 data (Traveller and Commercial data) and Passages from Primary

Dates Pulled:

Week of August 17, 2015 (refresh date August 17, 2015)

Contacts:

- **Andrei Grushman** — Director, Data Analytics Division, Global Border Management and Data Analytics Directorate, Programs Branch
- **Bente Baklid** — Director, Corporate and Program Services Division, Border Operations Directorate, Operations Branch
- **Michael Junek** — A/Director, Program Performance and Reporting, Commercial Programs Directorate, Programs Branch
- **Meda-Cristina Horacsek** — Director, Program Performance and Reporting, Traveller Programs Directorate, Programs Branch
- **Mike Leahy** — Director, eManifest Business Intelligence and Risk Assessment, Major Projects Directorate, Information Science and Technology Branch

Report Produced by: The CBSA Performance Reporting Unit, CBSA-ASFC_PRU-URR



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CBSA Trends Report

August 2015

FINAL

November 2015

Data Analytics Division
Global Border Management and Data Analytics
Directorate
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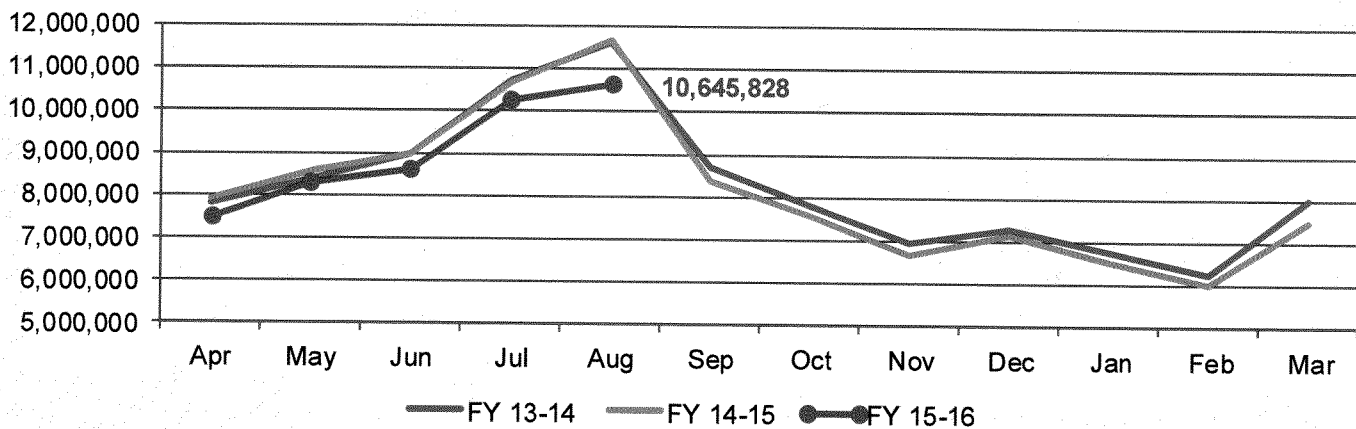
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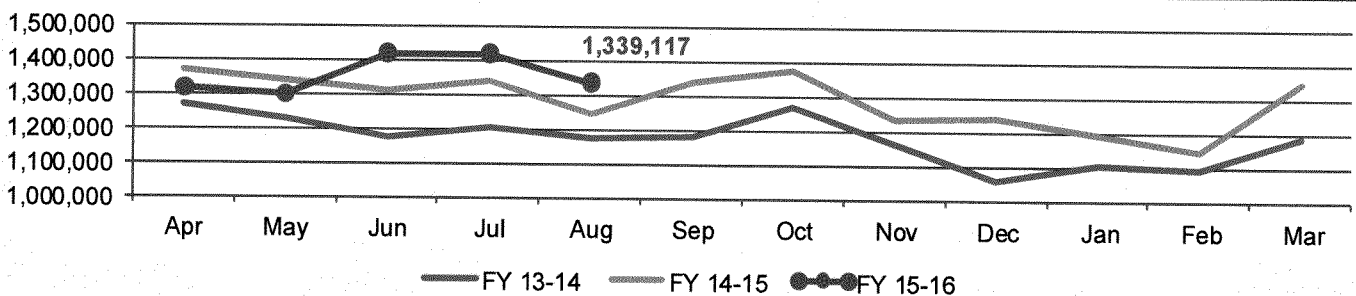
Highlights

Travellers



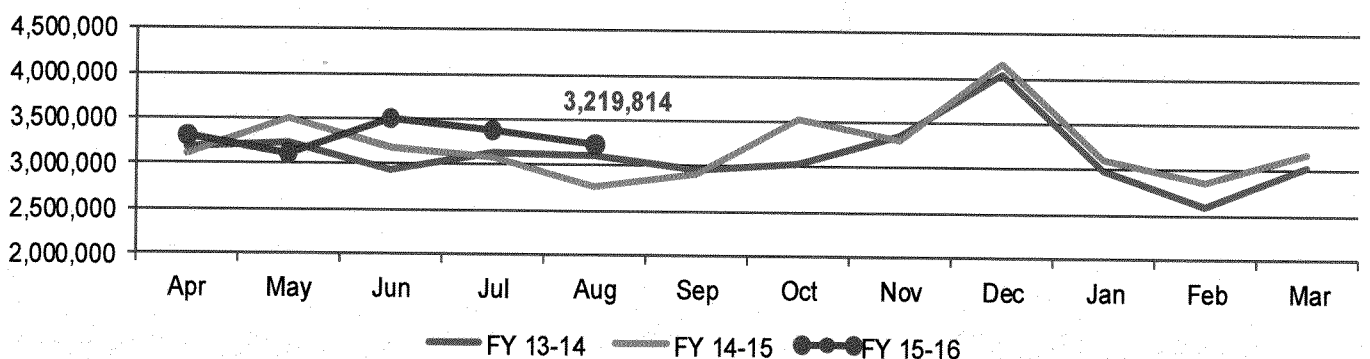
There were 10,645,828 travellers processed in August 2015. This was a **8.72% (or 1,016,764) decrease** when compared to volumes from August 2014. Highway travellers decreased by 13.45% (or 1,117,651), while air travellers increased by 2.84% (or 81,137).

Commercial Releases



There were 1,339,117 commercial releases in August 2015. This was a **7.37% (or 91,969) increase** when compared to volumes from August 2014.

Courier

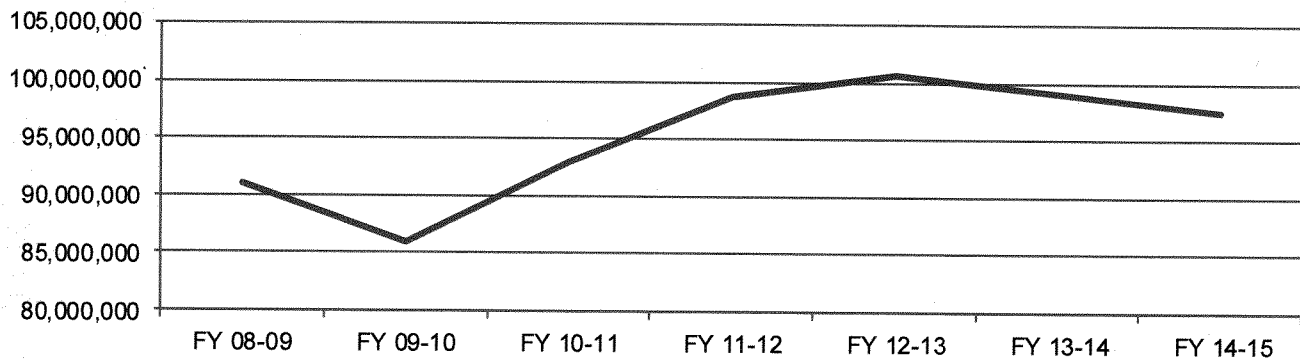


There were 3,219,814 courier shipments in August 2015. This was a **9.12% (or 269,205) increase** when compared to August 2014.

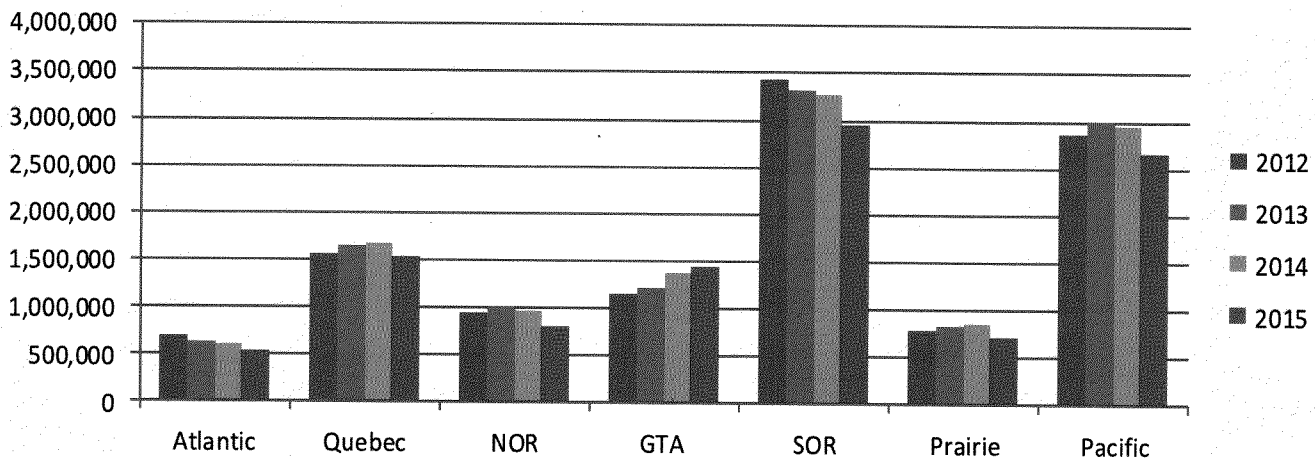


Travellers—All Modes

Annual Trend



Comparison by Region—Current Month



There were 10,645,828 travellers processed in August 2015. This was a **8.72% (or 1,016,764) decrease** when compared to traveller volumes from August 2014.

Almost all regions, with the exception of the Greater Toronto Area (GTA), have processed fewer travellers when compared to August 2014. The largest decrease in total traveller volumes occurred in the Southern Ontario Region with 304,853 (or 9.35%) fewer travellers when compared to August 2014.

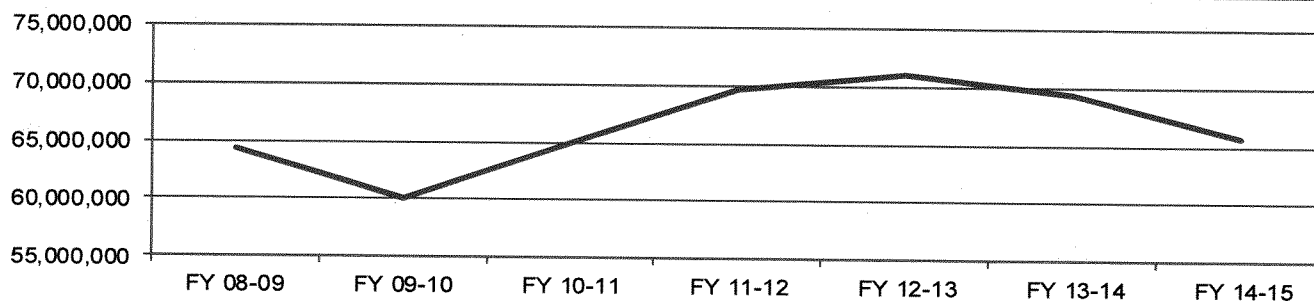
The Greater Toronto Area processed 77,056 (or 5.65%) more travellers when compared to August 2014.

Total Traveller Volumes				
Region	August 2014	August 2015	Difference	% Change
Atlantic	610,524	526,011	-84,513	-13.84%
Quebec	1,668,680	1,530,807	-137,873	-8.26%
NOR	956,766	811,091	-145,675	-15.23%
GTA	1,363,456	1,440,512	77,056	5.65%
SOR	3,262,092	2,957,239	-304,853	-9.35%
Prairie	851,580	722,258	-129,322	-15.19%
Pacific	2,949,494	2,657,910	-291,584	-9.89%
National	11,662,592	10,645,828	-1,016,764	-8.72%

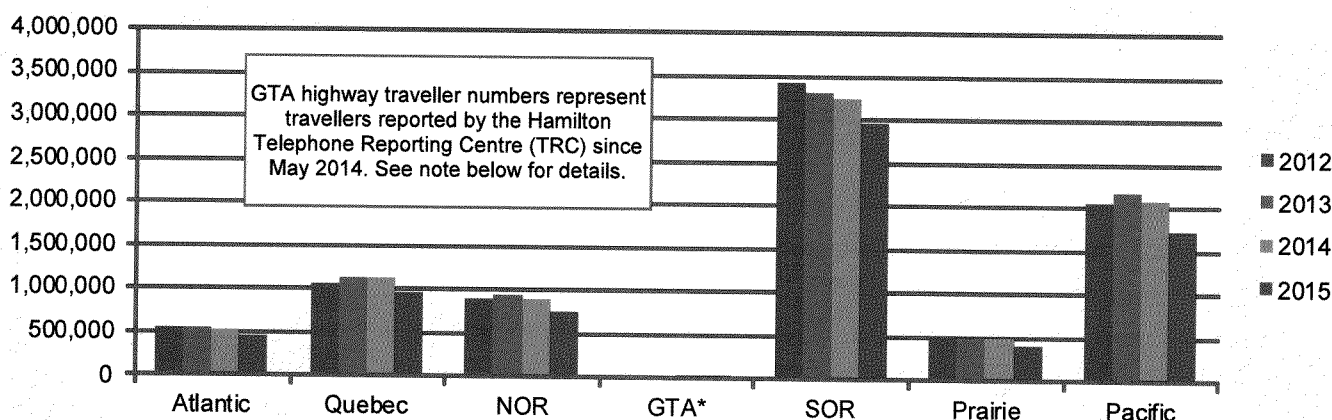


Highway Travellers

Annual Trend



Comparison By Region—Current Month



There were 7,190,077 highway travellers processed in August 2015. This was a **13.45% (or 1,117,651) decrease** when compared to volumes from August 2014.

All regions, with the exception of the Greater Toronto Area (GTA), have processed fewer highway travellers when compared to August 2014. The largest decrease in highway travellers was found at Douglas with -19.67% (or 120,126) fewer travellers when compared to August 2014.

Boundary Bay (Pacific Region) processed the greatest increase in highway traveller volumes with 8.49% (or 13,990) more travellers when compared to August 2014.

Total Highway Traveller Volumes

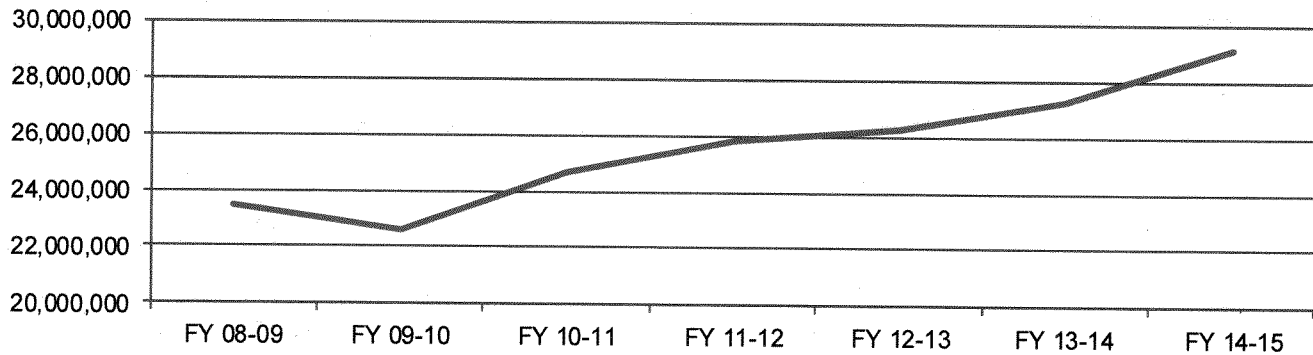
Region	August 2014	August 2015	Difference	% Change
Atlantic	517,024	440,722	-76,302	-14.76%
Quebec	1,103,213	940,270	-162,943	-14.77%
NOR	889,415	750,747	-138,668	-15.59%
GTA (TRC)*	3,964	4,622	658	16.60%
SOR	3,237,179	2,936,811	-300,368	-9.28%
Prairie	487,325	395,929	-91,396	-18.75%
Pacific	2,069,608	1,720,976	-348,632	-16.85%
National	8,307,728	7,190,077	-1,117,651	-13.45%

*GTA highway traveller numbers represent travellers processed by the Hamilton TRC. The majority of these travellers are from Northwest Angle, Minnesota, a small exclave of the United States where access by land is only available through Canada. It is an unstaffed border crossing so travellers coming in and out of the Angle must report to CBSA or U.S. CBP by telephone to make their declarations.

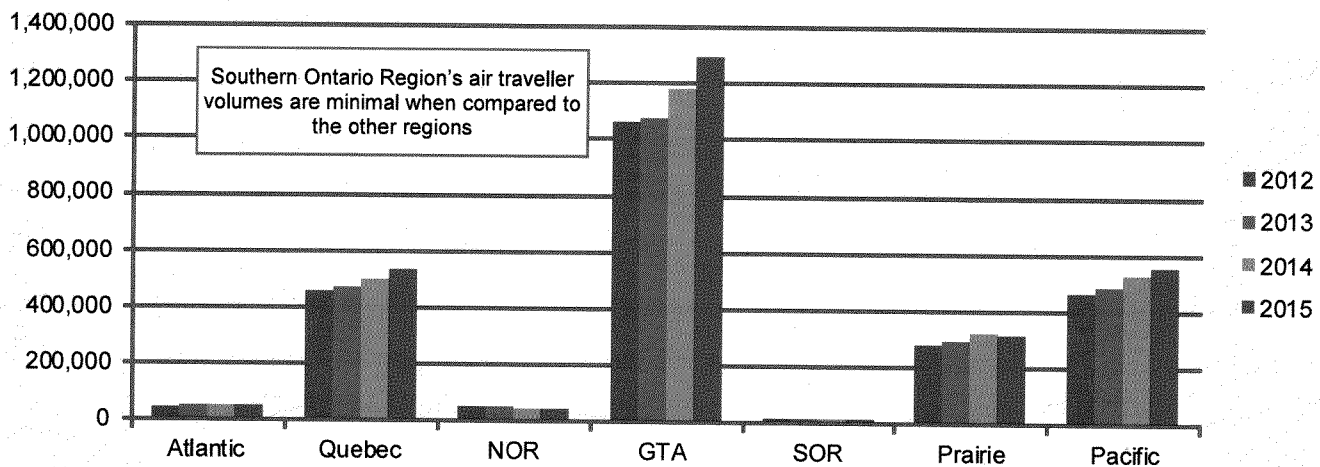


Air Travellers

Annual Trend



Comparison by Region—Current Month



There were 2,939,701 air travellers processed in August 2015. This was a **2.84% (or 81,137) increase** when compared to volumes from August 2014.

Pearson International Airport (Terminal I and III) experienced the largest increase in air traveller volumes as there were 6.08% (or 74,795) more travellers when compared to August 2014.

Traffic Ops Calgary experienced the largest decrease in air traveller volumes as there were 2.95% (or 6,547) fewer travellers when compared to August 2014.

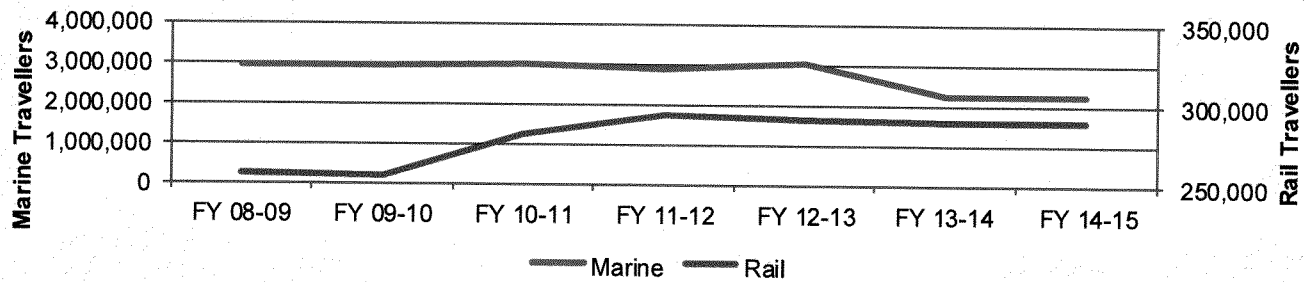
Total Air Traveller Volumes

Region	August 2014	August 2015	Difference	% Change
Atlantic	55,597	54,793	-804	-1.45%
Quebec	550,531	567,995	17,464	3.17%
NOR	48,403	45,256	-3,147	-6.50%
GTA	1,305,008	1,382,347	77,339	5.93%
SOR	3,624	2,558	-1,066	-29.42%
Prairie	334,622	309,842	-24,780	-7.41%
Pacific	560,779	576,910	16,131	2.88%
National	2,858,564	2,939,701	81,137	2.84%

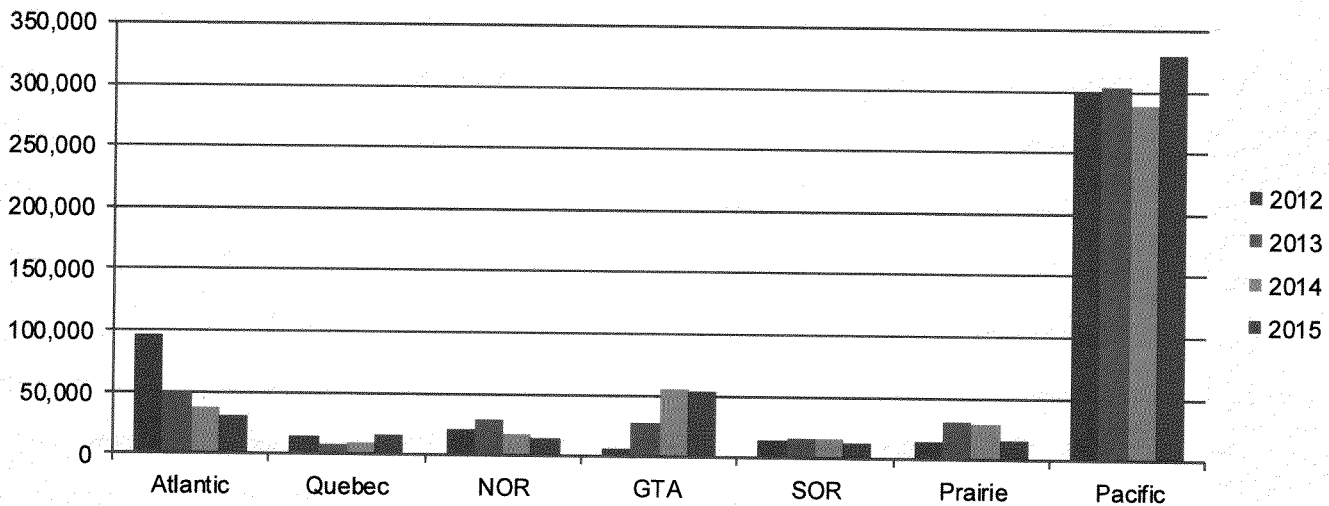


Marine and Rail Travellers

Annual Trend

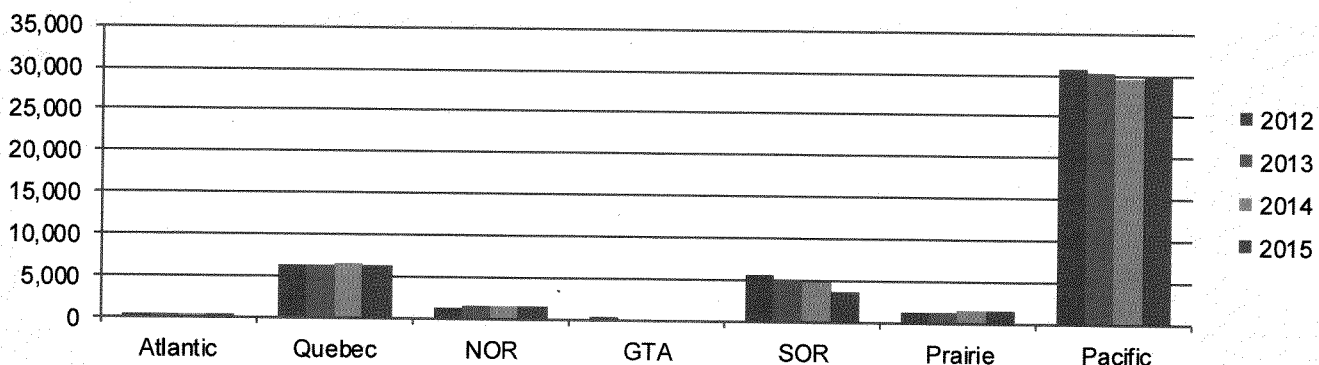


Marine Traveller Comparison by Region—Current Month



There were 470,928 marine travellers processed in August 2015, representing a **4.17% (or 18,830) increase** when compared to volumes from August 2014.

Rail Traveller Comparison by Region—Current Month

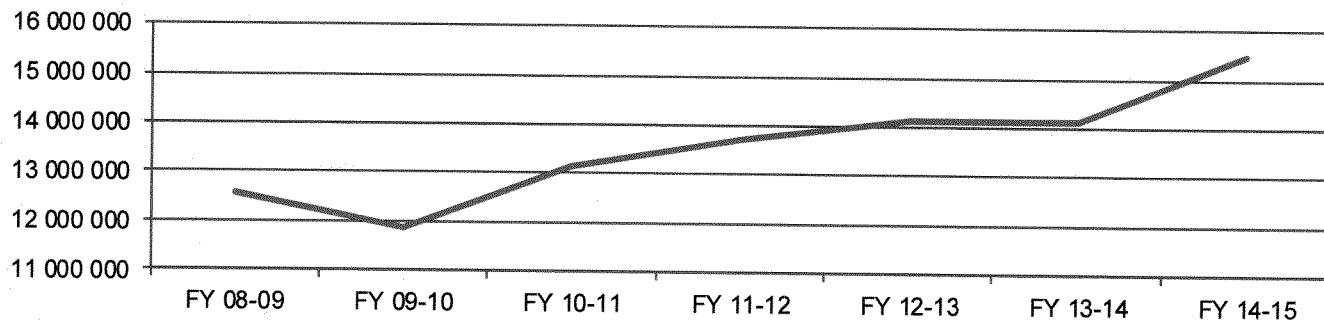


There were 42,996 rail travellers processed in August 2015. This was a **2.73% (or 1,206) decrease** when compared to volumes from August 2014.

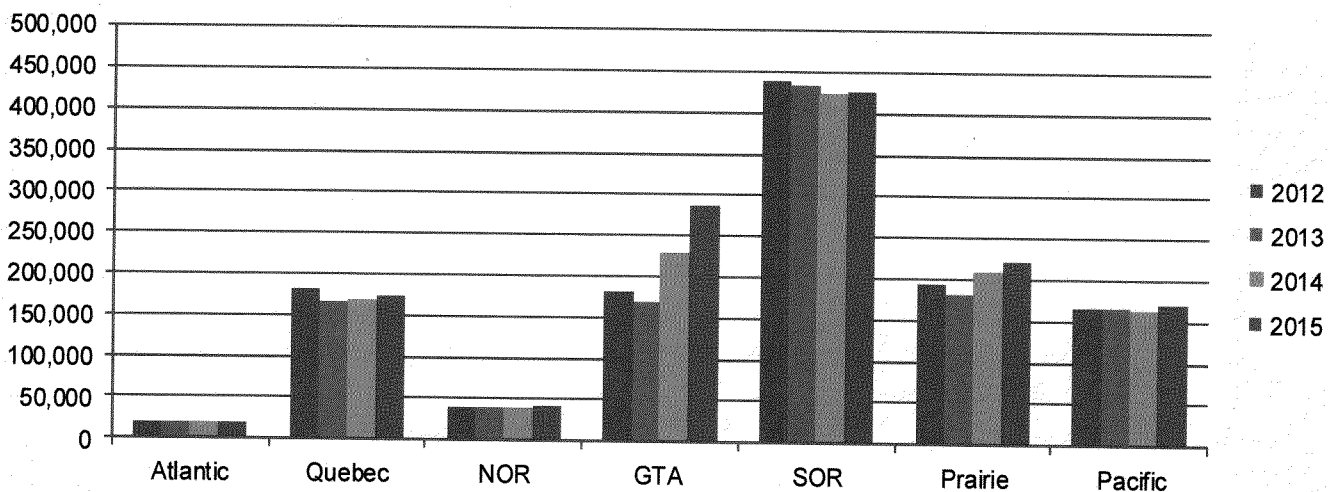


Commercial Releases—Total

Annual Trend



Total Releases Comparison by Region—Current Month



There were 1,339,117 commercial releases in August 2015. This was a **7.37% (or 91,969) increase** when compared to August 2014.

All regions, with the exception of the Atlantic Region experienced an increase in commercial releases compared to August 2014. The Greater Toronto Area Region experienced the greatest increase in commercial releases with 25.57% (or 58,453) more releases than August 2014.

The Atlantic Region experienced the greatest decrease in commercial releases with 2.58% (or 502) fewer releases than August 2014.

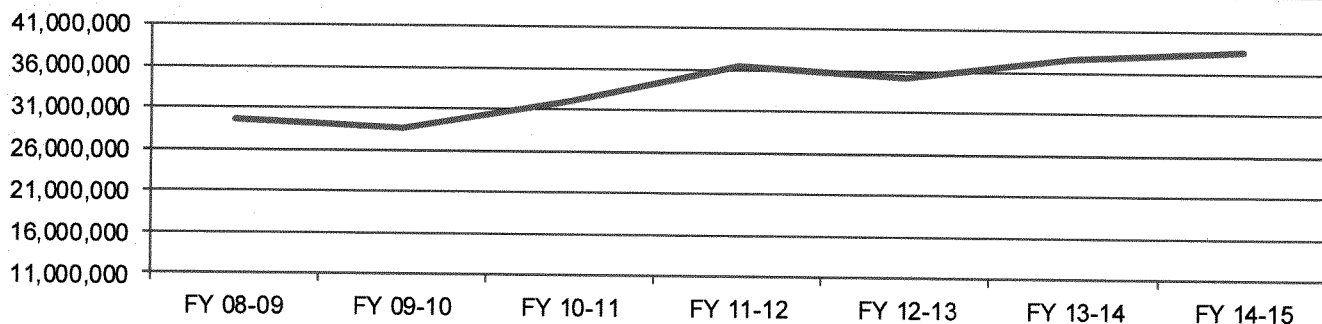
Total Commercial Releases

Region	August 2014	August 2015	Difference	% Change
Atlantic	19,460	18,958	-502	-2.58%
Quebec	167,105	174,545	7,440	4.45%
NOR	39,166	41,795	2,629	6.71%
GTA	228,643	287,096	58,453	25.57%
SOR	422,315	425,130	2,815	0.67%
Prairie	208,546	221,210	12,664	6.07%
Pacific	161,913	170,383	8,470	5.23%
National	1,247,148	1,339,117	91,969	7.37%

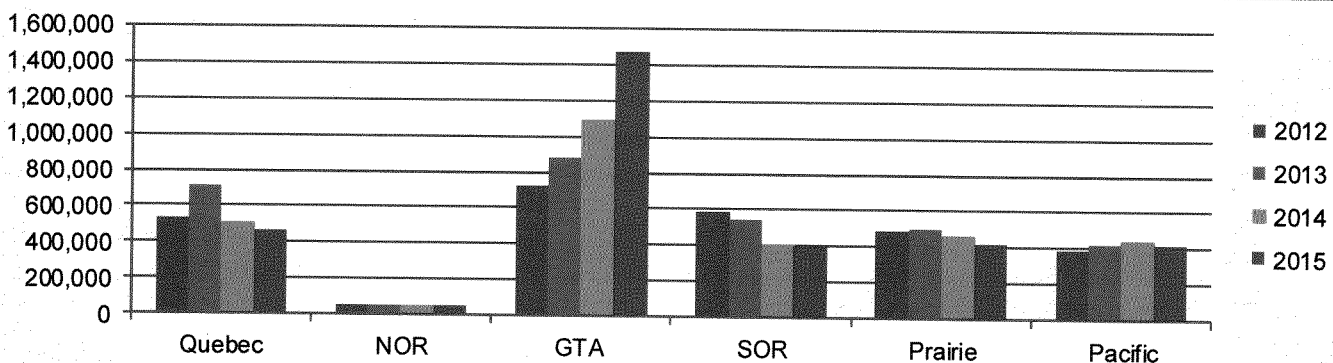


Courier Shipments (LVS)—Total

Annual Trend



Total Courier By Region—Current Month



There were 3,219,814 courier low value shipments (LVS) in August 2015. This was a **9.12% (or 269,205) increase** when compared to August 2014.

The greatest increase in courier shipments could be found in the Greater Toronto Area Region (GTA), with 379,201 (or 34.78%) more shipments than in August 2014. The greatest decrease in courier shipments was found in the Quebec Region, with 40,731 (or 7.99%) fewer shipments than in August 2014.

When separated by type, the largest increase in category 1 shipments (valued from \$0-\$20) and category 2 shipments (\$20-\$2500) was found in the Greater Toronto Area region with 33,926 (or 7.67%) and 345,275 (or 53.26%) more shipments than in August 2014 respectively.

The largest decrease in category 1 shipments was found in the Quebec Region with 23,985 (or 14.85%) fewer shipments than in August 2014. The largest decrease in category 2 shipments was found in the Prairie Region with 18,765 (or 5.68%) fewer shipments than in August 2014.

Total Courier Shipments				
Region	August 2014	August 2015	Difference	% Change
Quebec	509,821	469,090	-40,731	-7.99%
NOR	49,571	46,108	-3,463	-6.99%
GTA	1,090,373	1,469,574	379,201	34.78%
SOR	401,718	396,264	-5,454	-1.36%
Prairie	463,852	423,200	-40,652	-8.76%
Pacific	435,274	415,578	-19,696	-4.52%
National	2,950,609	3,219,814	269,205	9.12%



Annex A: Data Control Sheet

Definitions:

Travellers: Includes all persons who have been processed with or without the assistance of CBSA automated systems.

Commercial releases: Section 31 of the Customs Act specifies that no goods shall be removed from customs control until released. The importer or customs broker requests release. The release information is used to determine the admissibility of the goods into Canada. There are several release options: PARS (Pre-Arrival Review System), RMD (Release on Minimum Documentation), B3 (Canada Customs Coding Form), Aerospace, CSA (Customs Self Assessment) and Automotive service options. Consolidated Management Reporting System (CMRS) contains all carrier information but contains only the Top 1000 Importers so this will also play into discrepancies.

Caveats and Data Notes:

General:

Discrepancies in scale may cause some traveller and commercial volumes to look like zero. For example, Southern Ontario appears to have no air travellers, and GTA with highway travellers. In this case 80,000 travellers in Southern Ontario do not show when compared to 12 million travellers in the GTA.

Change in Methodology

Page 2: Moving forward, the CBSA Trends Report will pull all traveller volumes from the Traveller Operations Cube in CMRS while work is underway to improve the data quality of the Passages from Primary cube in CMRS.

Travellers:

Pages 5 & 6: GTA regularly reports air and marine travellers. Highway travellers will only be captured through the Hamilton Telephone Reporting Centre.

Upon the initial review of the data from the G11 the following figures have been updated.

Region	Total WLOCs	Late/ Missing WLOC Data FY 2015- 2016	Comments
			The POEs below did not successfully key in their G11 traveller counts in time for the CMRS refresh. As a result, traveller counts were obtained through the sources below.
Atlantic Region	35	1	<ul style="list-style-type: none"> • 7593 Halifax International Airport—August 2015—the value in CMRS for highway travellers is incorrect (298). Upon awaiting updated traveller counts from the POE, the Performance Reporting Unit has replaced the G11 CMRS value with the Passages from Primary value found in CMRS for August 2015 (34,986).
Northern Ontario Region	19	3	<ul style="list-style-type: none"> • 4751 Pigeon River—August 2015—traveller counts were received manually from the POE following the G11 cut-off and refresh date. Pigeon River reported 55,118 highway travellers and for August 2015.
			<ul style="list-style-type: none"> • 4090 Cornwall—August 2015—traveller counts were received manually from the POE following the G11 cut-off and refresh date. Cornwall reported 142,024 highway travellers for August 2015.
			<ul style="list-style-type: none"> • 4490 Trenton—August 2015—traveller counts have not been received by the Performance Reporting Unit from the POE.
Southern Ontario Region	18	3	<ul style="list-style-type: none"> • 4530 Ambassador Bridge Commercial—August 2015—traveller counts were received manually from the POE following the G11 cut-off and refresh date. Ambassador Bridge Commercial reported 125,274 highway travellers and 616 rail travellers for August 2015. Courier counts were also received manually from the POE. There were 244,843 total courier shipments at Ambassador Bridge Commercial in August 2015.
			<ul style="list-style-type: none"> • 4531 Ambassador Bridge Travellers—August 2015—traveller counts were received manually from the POE following the G11 cut-off and refresh date. Ambassador Bridge Travellers reported 409,322 highway travellers for August 2015.
			<ul style="list-style-type: none"> • 4523 Pelee Island—August 2015—traveller counts were received manually from the POE following the G11 cut-off and refresh date. Pelee Island reported 1,614 marine travellers and 512 highway travellers for August 2015.



Region	Total WLOCs	Late/ Missing WLOC Data FY 2015- 2016	Comments
			The POEs below did not successfully key in their G11 traveller counts in time for the CMRS refresh. As a result, traveller counts were obtained through the sources below.
Pacific Region	46	1	<ul style="list-style-type: none"> • 8112 Bedwell Harbour—August 2015—traveller counts have not been received by the Performance Reporting Unit from the POE.

Commercial:

Page 7: Figures on commercial releases by mode have been removed from the report until they can be reported accurately. Current systems do not allow the CBSA to track releases accurately by mode. Data volumes in the CBSA's Consolidated Management Reporting Services (CMRS) are pulled from the Accelerated Commercial Release Operations Support System (ACROSS). In ACROSS, commercial releases are tracked by office. Offices are assigned to one mode only depending on their primary workload. However, many offices release shipments entering from multiple modes. For example, an office in the GTA may release rail and air shipments. As the office in the GTA is designated as a rail office, it will code every air shipment it releases to rail mode.

Page 7: As of January 2014, a major company switched from consolidated release requests to single release requests for individual shipments, causing a large increase in commercial releases compared to previous years. These changes only affect the commercial releases stream and do not have any impact on courier shipment totals.

Courier:

Page 8: In January 2013, the maximum value for category 2 courier shipments increased from \$1600 to \$2500. Recent increases in courier volumes can be partially explained by this change.

Data Sources:

CBSA Actuals: CMRS Corporate (CBSA General) Cube sourced from G11 data (Traveller and Commercial data) and Passages from Primary

Dates Pulled:

September 24, 2015 (Refresh Date: September 21, 2015)

Contacts:

- **Andrei Grushman** — Director, Data Analytics Division, Global Border Management and Data Analytics Directorate, Programs Branch
- **Bente Baklid** — Director, Corporate and Program Services Division, Border Operations Directorate, Operations Branch
- **Michael Junek** — A/Director, Program Performance and Reporting, Commercial Programs Directorate, Programs Branch
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- **Mike Leahy** — Director, eManifest Business Intelligence and Risk Assessment, Major Projects Directorate, Information Science and Technology Branch

Report Produced by: The CBSA Performance Reporting Unit, CBSA-ASFC_PRU-URR

If you have any questions about the content of the CBSA Trends Report, please contact:

David Swift (David.Swift@cbsa-asfc.gc.ca) with a cc: to Mary Werre (Mary.Werre@cbsa-asfc.gc.ca)



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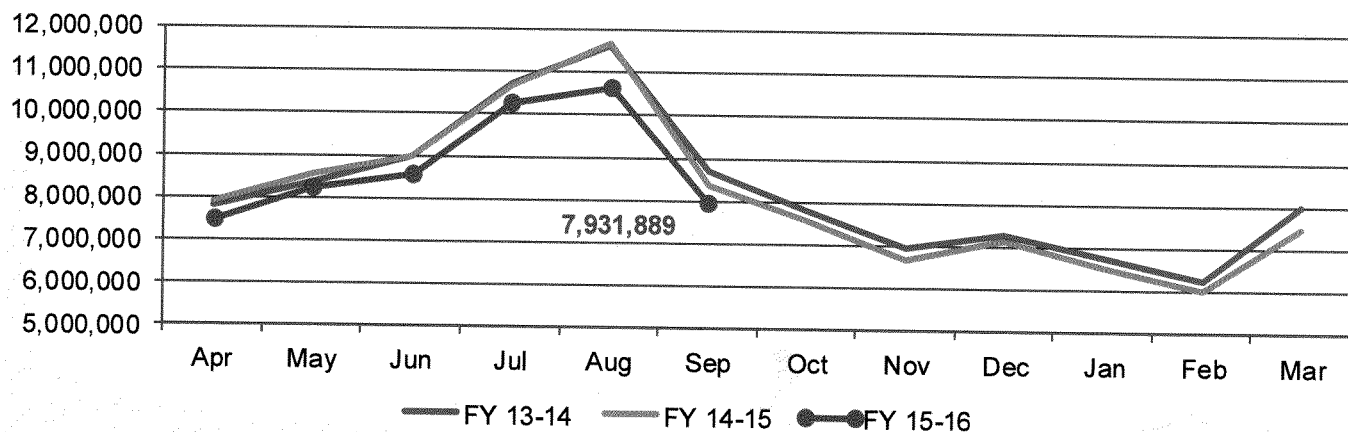
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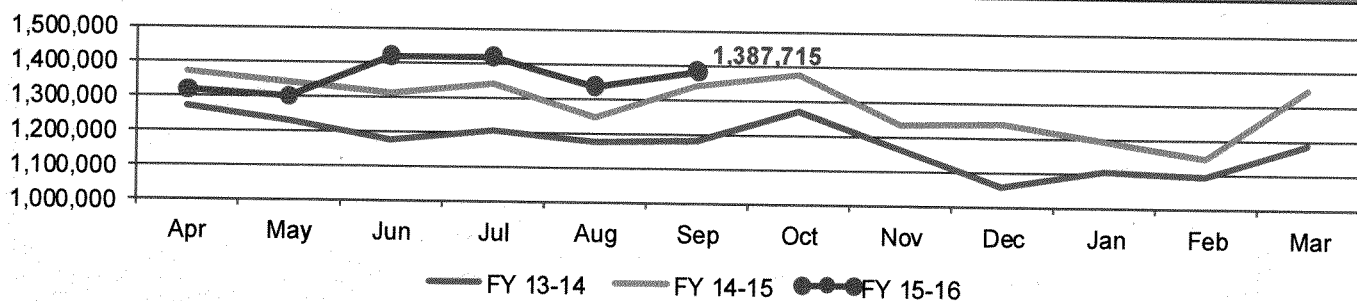
Highlights

Travellers



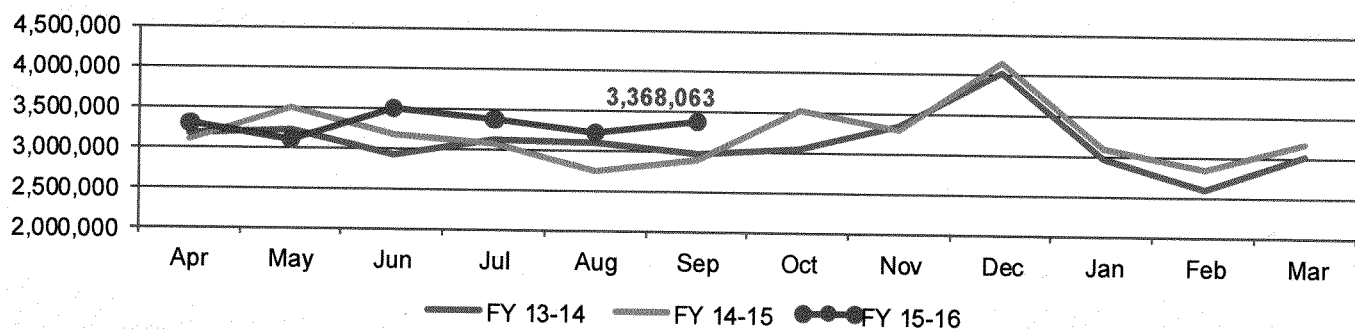
There were 7,931,889 travellers processed in September 2015. This was a **5.32% (or 445,987) decrease** when compared to volumes from September 2014. Highway travellers decreased by 11.73% (or 666,557), while air travellers increased by 5.54% (or 126,291).

Commercial Releases



There were 1,387,715 commercial releases in September 2015. This was a **3.53% (or 47,376) increase** when compared to volumes from September 2014.

Courier

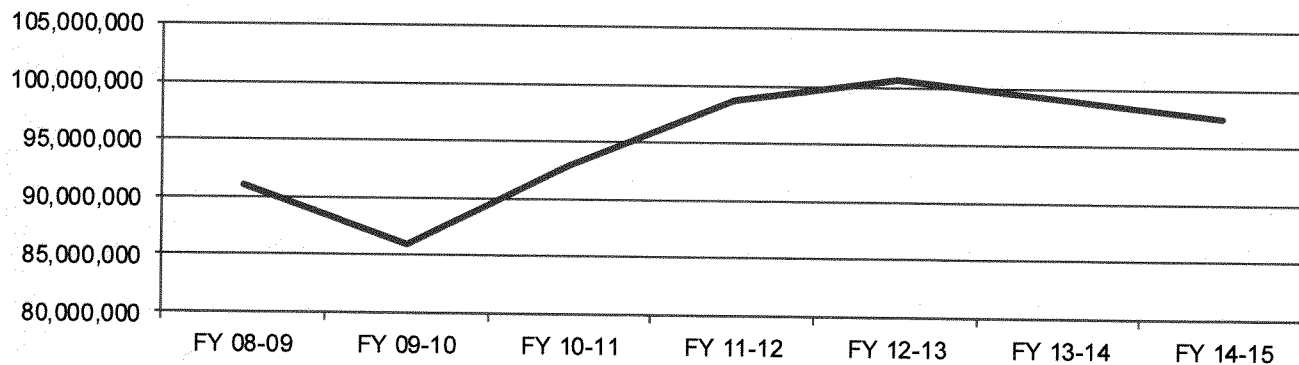


There were 3,368,063 courier shipments in September 2015. This was a **6.10% (or 193,669) increase** when compared to September 2014.

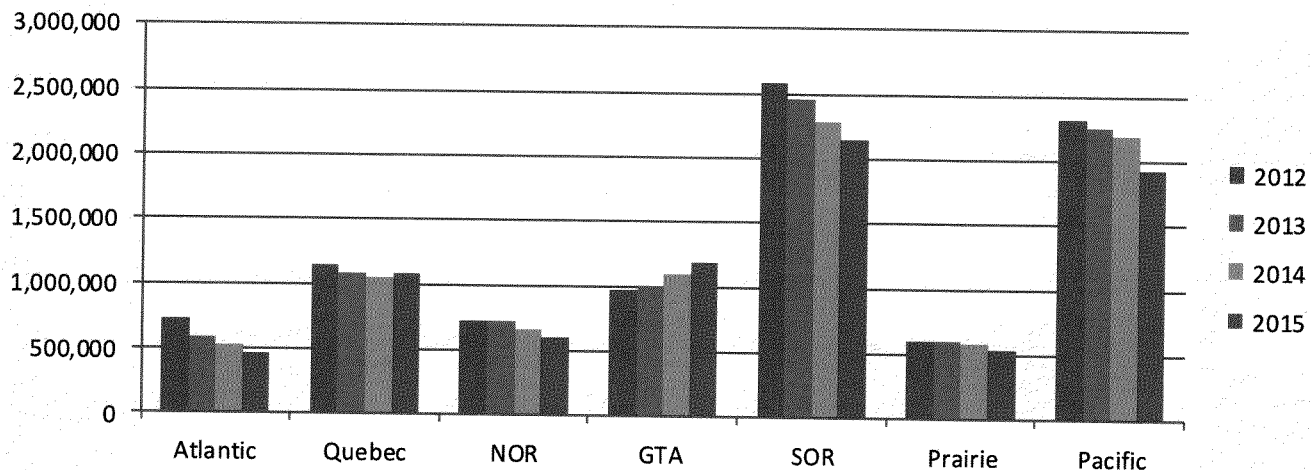


Travellers—All Modes

Annual Trend



Comparison by Region—Current Month



There were 7,931,889 travellers processed in September 2015. This was a **5.32% (or 445,987) decrease** when compared to traveller volumes from September 2014.

Almost all regions, with the exception of the Greater Toronto Area (GTA) and the Quebec Region, have processed fewer travellers when compared to September 2014. The largest decrease in total traveller volumes occurred in the Pacific Region with 264,795 (or 12.11%) fewer travellers when compared to September 2014.

The Greater Toronto Area processed 96,491 (or 8.82%) more travellers when compared to September 2014.

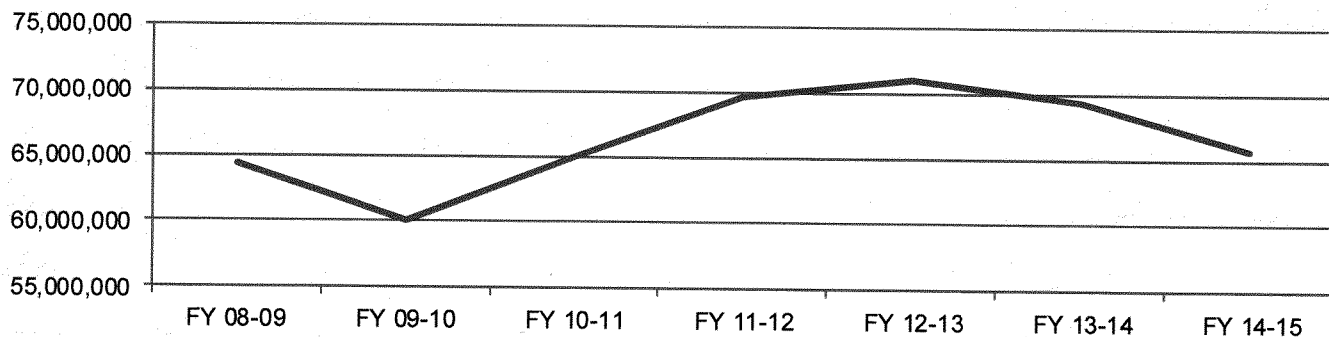
Total Traveller Volumes

Region	September 2014	September 2015	Difference	% Change
Atlantic	526,203	461,714	-64,489	-12.26%
Quebec	1,042,577	1,076,458	33,881	3.25%
NOR	658,530	597,992	-60,538	-9.19%
GTA	1,093,511	1,190,002	96,491	8.82%
SOR	2,287,531	2,142,953	-144,578	-6.32%
Prairie	582,997	541,038	-41,959	-7.20%
Pacific	2,186,527	1,921,732	-264,795	-12.11%
National	8,377,876	7,931,889	-445,987	-5.32%

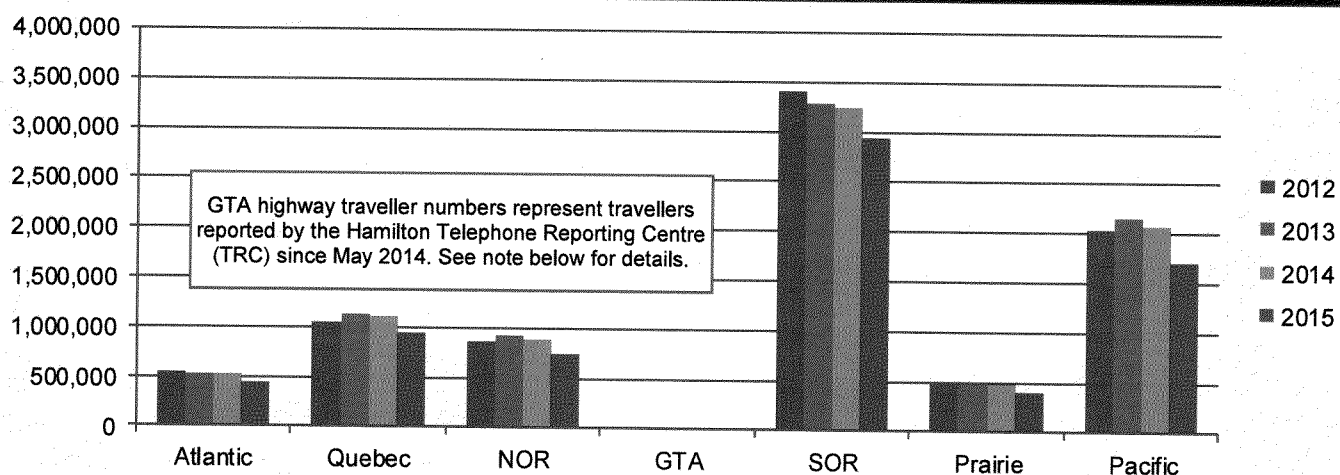


Highway Travellers

Annual Trend



Comparison By Region—Current Month



There were 5,017,928 highway travellers processed in September 2015. This was a **11.73% (or 666,557) decrease** when compared to volumes from September 2014.

All regions, with the exception of the Greater Toronto Area (GTA), have processed fewer highway travellers when compared to September 2014. The largest decrease in highway travellers was found at Douglas with -21.96% (or 103,624) fewer travellers when compared to September 2014.

Detroit Windsor Tunnel processed the greatest increase in highway traveller volumes with 4.12% (or 11,724) more travellers when compared to September 2014.

Total Highway Traveller Volumes

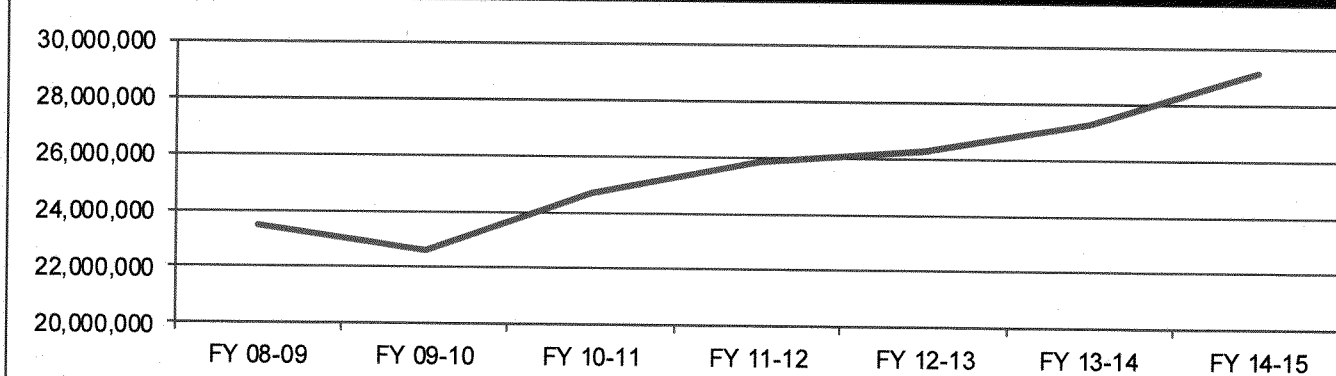
Region	September 2014	September 2015	Difference	% Change
Atlantic	373,828	305,269	-68,559	-18.34%
Quebec	608,873	560,807	-48,066	-7.89%
NOR	603,211	540,122	-63,089	-10.46%
GTA (TRC)*	2,565	2,901	336	13.10%
SOR	2,270,018	2,126,338	-143,680	-6.33%
Prairie	295,992	281,424	-14,568	-4.92%
Pacific	1,529,998	1,201,067	-328,931	-21.50%
National	5,684,485	5,017,928	-666,557	-11.73%

*GTA highway traveller numbers represent travellers processed by the Hamilton TRC. The majority of these travellers are from Northwest Angle, Minnesota, a small exclave of the United States where access by land is only available through Canada. It is an unstaffed border crossing so travellers coming in and out of the Angle must report to CBSA or U.S. CBP by telephone to make their declarations.

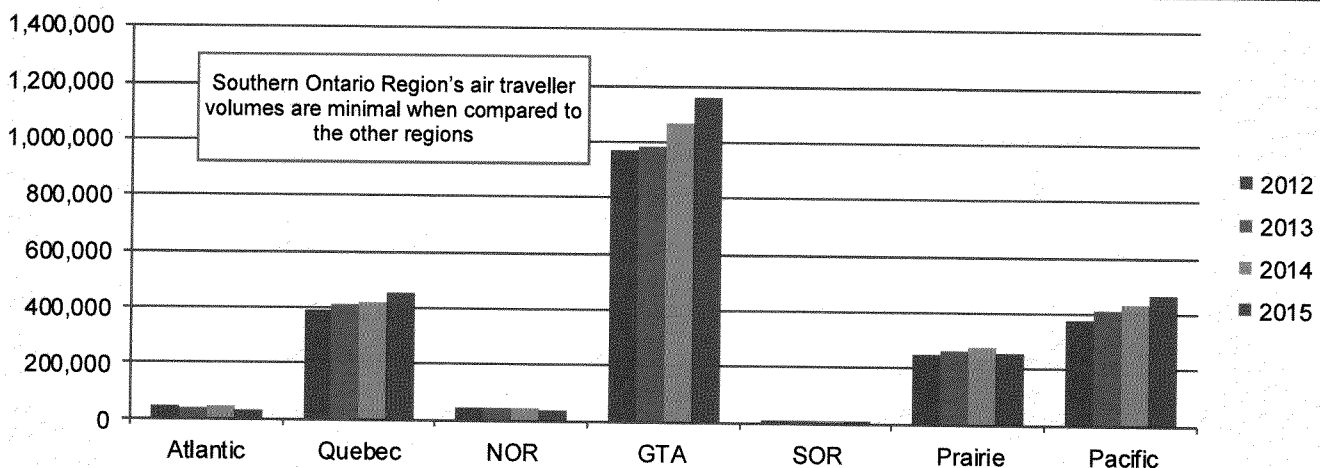


Air Travellers

Annual Trend



Comparison by Region—Current Month



There were 2,405,102 air travellers processed in September 2015. This was a **5.54% (or 126,291) increase** when compared to volumes from September 2014.

Pearson International Airport (Terminal I and III) experienced the largest increase in air traveller volumes as there were 8.99% (or 90,056) more travellers when compared to September 2014.

Halifax International Airport experienced the largest decrease in air traveller volumes as there were 42.90% (or 11,141) fewer travellers when compared to September 2014.

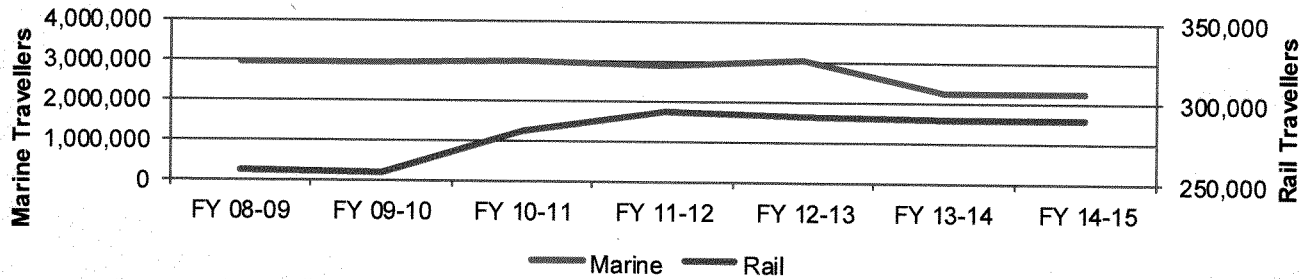
Total Air Traveller Volumes

Region	September 2014	September 2015	Difference	% Change
Atlantic	45,349	30,057	-15,292	-33.72%
Quebec	414,643	453,820	39,177	9.45%
NOR	41,586	39,358	-2,228	-5.36%
GTA	1,066,335	1,159,369	93,034	8.72%
SOR	3,346	3,465	119	3.56%
Prairie	275,207	253,387	-21,820	-7.93%
Pacific	432,345	465,646	33,301	7.70%
National	2,278,811	2,405,102	126,291	5.54%



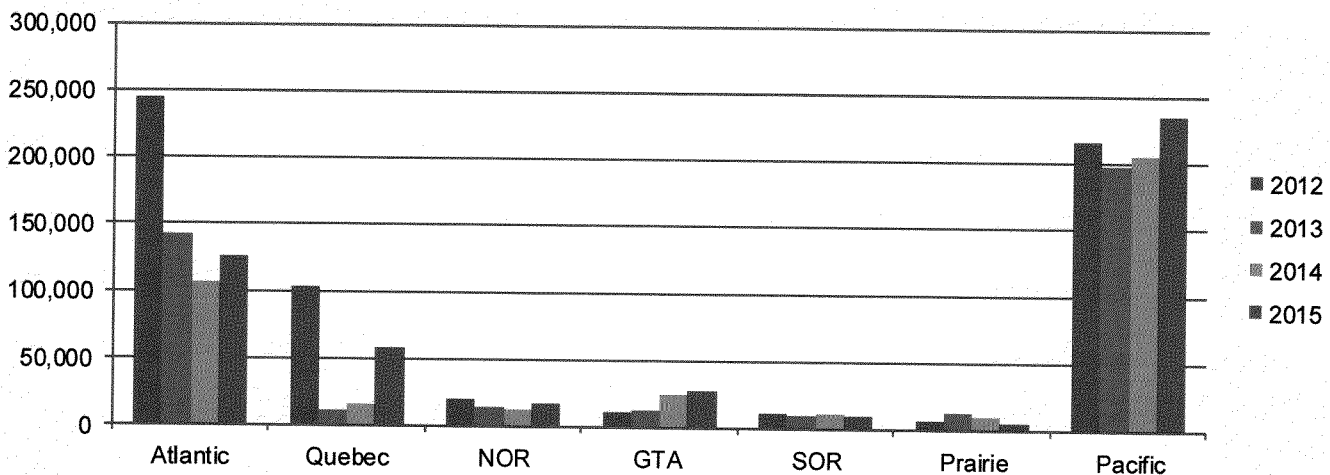
Marine and Rail Travellers

Annual Trend



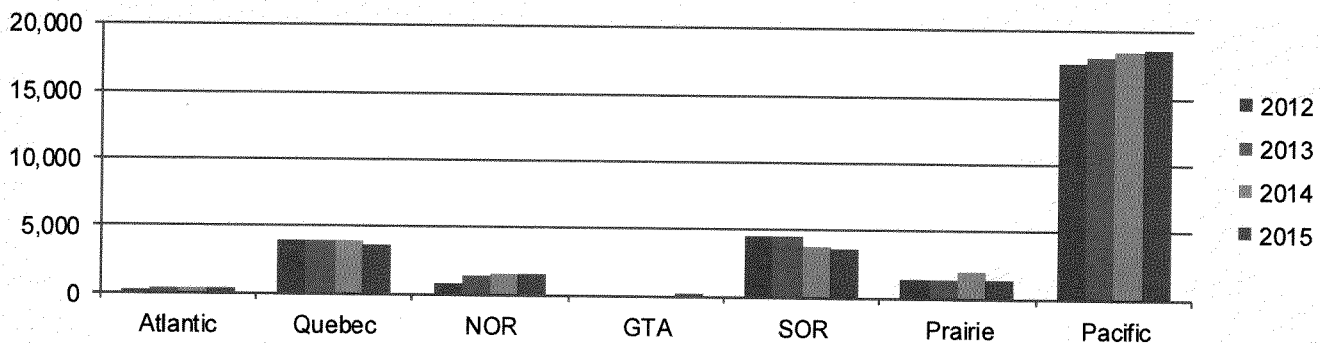
The decline in marine travellers in FY 13-14 is the result of a change in marine traveller counting methods (based on the implementation of First Point of Arrival Initiative in March 2013).

Marine Traveller Comparison by Region—Current Month



There were 479,823 marine travellers processed in September 2015, representing a **24.72% (or 95,117) increase** when compared to volumes from September 2014.

Rail Traveller Comparison by Region—Current Month

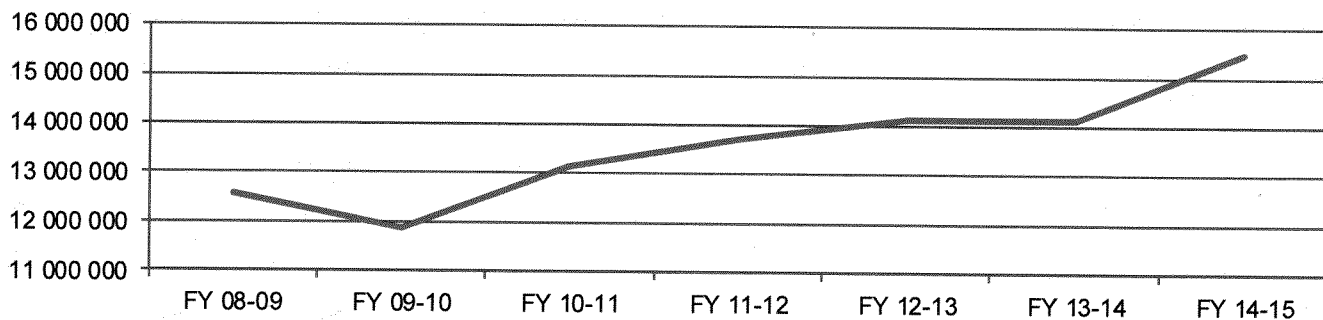


There were 29,036 rail travellers processed in September 2015. This was a **2.81% (or 838) decrease** when compared to volumes from September 2014.

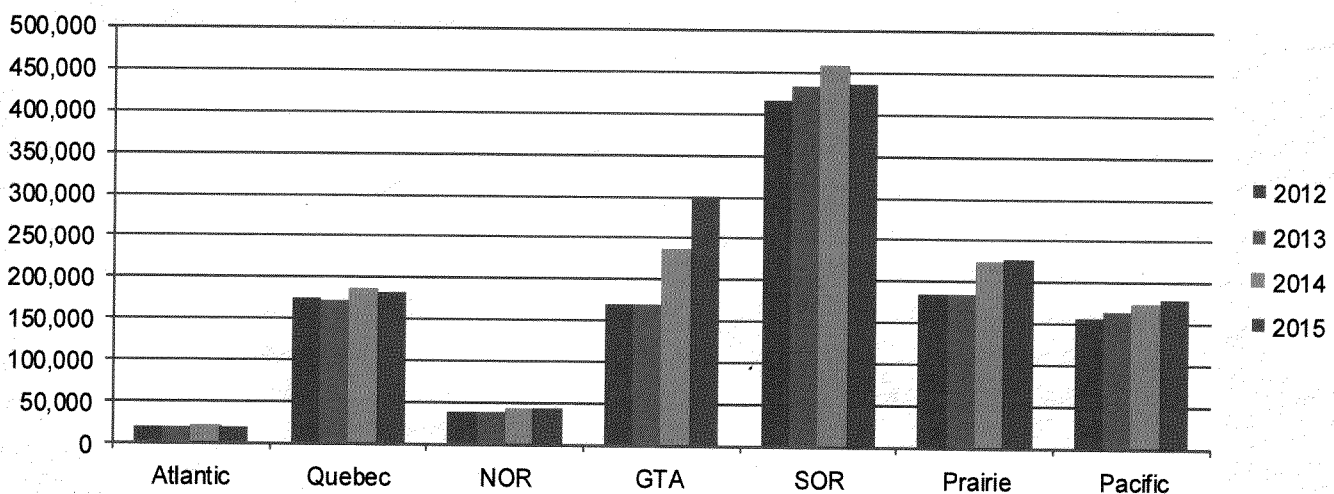


Commercial Releases—Total

Annual Trend



Total Releases Comparison by Region—Current Month



There were 1,387,715 commercial releases in September 2015. This was a **3.53% (or 47,376) increase** when compared to September 2014.

The Greater Toronto Area Region experienced the greatest increase in commercial releases with 26.85% (or 63,365) more releases than September 2014.

The Southern Ontario Region experienced the greatest decrease in commercial releases with 4.74% (or 21,694) fewer releases than September 2014.

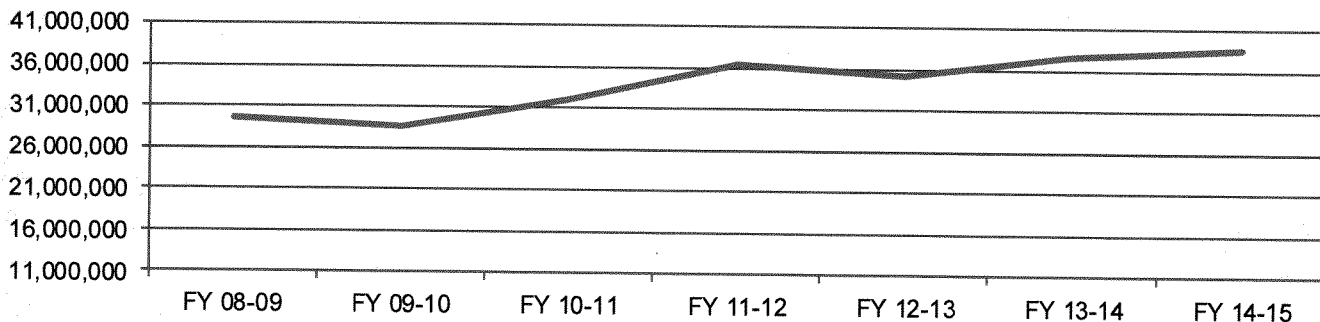
Total Commercial Releases

Region	September 2014	September 2015	Difference	% Change
Atlantic	20,303	18,587	-1,716	-8.45%
Quebec	185,664	182,528	-3,136	-1.69%
NOR	43,071	43,151	80	0.19%
GTA	235,980	299,345	63,365	26.85%
SOR	457,597	435,903	-21,694	-4.74%
Prairie	223,714	228,302	4,588	2.05%
Pacific	174,010	179,899	5,889	3.38%
National	1,340,339	1,387,715	47,376	3.53%

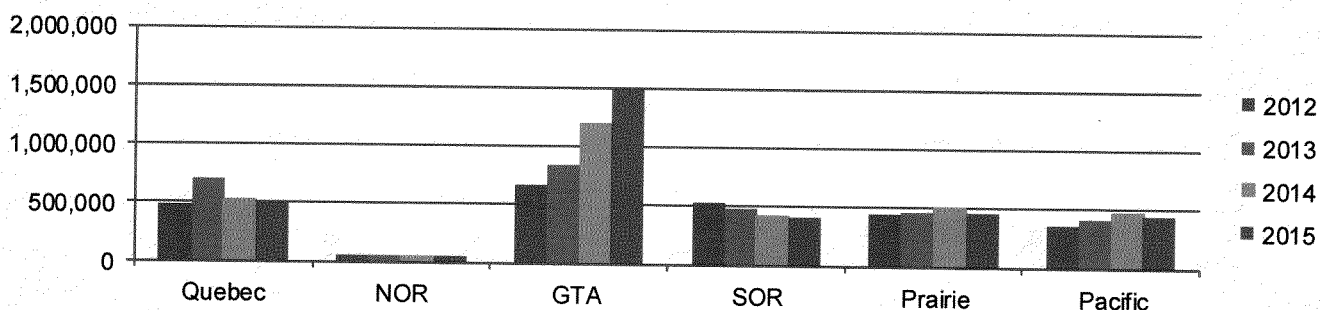


Courier Shipments (LVS)—Total

Annual Trend



Total Courier By Region—Current Month



There were 3,368,063 courier low value shipments (LVS) in September 2015. This was a **6.10% (or 193,669) increase** when compared to September 2014.

The greatest increase in courier shipments could be found in the Greater Toronto Area Region (GTA), with 309,660 (or 26.06%) more shipments than in September 2014. The greatest decrease in courier shipments was found in the Prairie Region, with 54,653 (or 10.68%) fewer shipments than in September 2014.

When separated by type, there were no regions who experienced an increase in category 1 (valued from \$0-\$20) shipments. The largest increase in category 2 shipments (\$20-\$2500) was found in the Greater Toronto Area region with 317,825 (or 45.00%) more shipments than in September 2014.

The largest decrease in category 1 shipments was found in the Pacific Region with 31,567 (or 22.01%) fewer shipments than in September 2014. The largest decrease in category 2 shipments was found in the Prairie Region with 33,578 (or 9.09%) fewer shipments than in September 2014.

Total Courier Shipments

Region	September 2014	September 2015	Difference	% Change
Quebec	529,295	501,321	-27,974	-5.29%
NOR	49,518	48,301	-1,217	-2.46%
GTA	1,188,051	1,497,711	309,660	26.06%
SOR	415,550	415,595	45	0.01%
Prairie	511,842	457,189	-54,653	-10.68%
Pacific	480,138	447,946	-32,192	-6.70%
National	3,174,394	3,368,063	193,669	6.10%



Annex A: Data Control Sheet

Definitions:

Travellers: Includes all persons who have been processed with or without the assistance of CBSA automated systems.

Commercial releases: Section 31 of the Customs Act specifies that no goods shall be removed from customs control until released. The importer or customs broker requests release. The release information is used to determine the admissibility of the goods into Canada. There are several release options: PARS (Pre-Arrival Review System), RMD (Release on Minimum Documentation), B3 (Canada Customs Coding Form), Aerospace, CSA (Customs Self Assessment) and Automotive service options. Consolidated Management Reporting System (CMRS) contains all carrier information but contains only the Top 1000 Importers so this will also play into discrepancies.

Caveats and Data Notes:

General:

Discrepancies in scale may cause some traveller and commercial volumes to look like zero. For example, Southern Ontario appears to have no air travellers, and GTA with highway travellers. In this case 80,000 travellers in Southern Ontario do not show when compared to 12 million travellers in the GTA.

Change in Methodology

Page 2: Moving forward, the CBSA Trends Report will pull all traveller volumes from the Traveller Operations Cube in CMRS while work is underway to improve the data quality of the Passages from Primary cube in CMRS.

Travellers:

Pages 5 & 6: GTA regularly reports air and marine travellers. Highway travellers will only be captured through the Hamilton Telephone Reporting Centre.

Upon the initial review of the data from the G11 the following figures have been updated.

Region	Total WLOCs	Late/ Missing WLOC Data FY 2015- 2016	Comments
			The POEs below did not successfully key in their G11 traveller counts in time for the CMRS refresh. As a result, traveller counts were obtained through the sources below.
Atlantic Region	35	2	<ul style="list-style-type: none"> • 7593 Halifax International Airport—September 2015—the value in CMRS for highway travellers appears to be incorrect (14,831). The PRU is following up with the POE to obtain an updated value.
			<ul style="list-style-type: none"> • 2100 St. John—September 2015—traveller counts were received manually from the POE following the G11 cut-off and refresh date. St. John reported 45 air travellers and 40,402 marine travellers for September 2015.
Quebec Region	60	1	<ul style="list-style-type: none"> • 3993 Mirabel Commercial—September 2015—traveller and courier counts were received manually from the POE following the G11 cut-off and refresh date. Mirabel Commercial processed 227 air travellers and a total of 254,522 courier shipments for September 2015.
Southern Ontario Region	18	7	<ul style="list-style-type: none"> • 4271 Whirlpool Bridge Travellers—September 2015—traveller counts were received manually from the POE following the G11 cut-off and refresh date. Whirlpool Bridge reported 31,947 highway travellers for September 2015.
			<ul style="list-style-type: none"> • 4276 Queenston Bridge Commercial—September 2015—traveller and courier counts were received manually from the POE following the G11 cut-off and refresh date. Queenston Bridge Commercial reported 33,354 highway travellers for September 2015. The POE also processed 2,934 courier shipments.
			<ul style="list-style-type: none"> • 4277 NF VIA Passenger Rail—September 2015—traveller counts were received manually from the POE following the G11 cut-off and refresh date. VIA Passenger Rail reported 1,821 rail travellers for September 2015.



Region	Total WLOCs	Late/ Missing WLOC Data FY 2015- 2016	Comments
			The POEs below did not successfully key in their G11 traveller counts in time for the CMRS refresh. As a result, traveller counts were obtained through the sources below.
Southern Ontario Region (Cont.)	18	7	<ul style="list-style-type: none"> • 4101 Fort Erie Travellers —September 2015—traveller counts were received manually from the POE following the G11 cut-off and refresh date. Fort Erie Travellers reported 367,937 highway travellers and 3 marine travellers for September 2015.
			<ul style="list-style-type: none"> • 4651 Walpole Island —September 2015—traveller counts were received manually from the POE following the G11 cut-off and refresh date. Walpole Island reported 5,114 highway travellers and 2,682 marine travellers for September 2015.
			<ul style="list-style-type: none"> • 4516 Windsor Airport/TRC —September 2015—traveller counts were received manually from the POE following the G11 cut-off and refresh date. Windsor Airport TRC reported 498 air travellers and 173 marine travellers for September 2015.
Prairie Region	49	1	<ul style="list-style-type: none"> • 5022 Emerson Commercial—September 2015—courier counts were received manually from the POE following the G11 cut-off and refresh date. Emerson Commercial processed 30,103 courier shipments
Pacific Region	46	2	<ul style="list-style-type: none"> • 8909 Dawson City—September 2015—traveller counts were received manually from the POE following the G11 cut-off and refresh date. Dawson City reported 297 air travellers for September 2015.
			<ul style="list-style-type: none"> • 8320 Chopaka—September 2015—traveller counts have not been received by the Performance Reporting Unit from the POE.

Commercial:

Page 7: Figures on commercial releases by mode have been removed from the report until they can be reported accurately. Current systems do not allow the CBSA to track releases accurately by mode. Data volumes in the CBSA's Consolidated Management Reporting Services (CMRS) are pulled from the Accelerated Commercial Release Operations Support System (ACROSS). In ACROSS, commercial releases are tracked by office. Offices are assigned to one mode only depending on their primary workload. However, many offices release shipments entering from multiple modes. For example, an office in the GTA may release rail and air shipments. As the office in the GTA is designated as a rail office, it will code every air shipment it releases to rail mode.

Page 7: As of January 2014, a major company switched from consolidated release requests to single release requests for individual shipments, causing a large increase in commercial releases compared to previous years. These changes only affect the commercial releases stream and do not have any impact on courier shipment totals.

Courier:

Page 8: In January 2013, the maximum value for category 2 courier shipments increased from \$1600 to \$2500. Recent increases in courier volumes can be partially explained by this change.

Data Sources:

CBSA Actuals: CMRS Corporate (CBSA General) Cube sourced from G11 data (Traveller and Commercial data) and Passages from Primary

Dates Pulled:

October 12, 2015 (Refresh Date: October 12, 2015)

**Contacts:**

- **Andrei Grushman** — Director, Data Analytics Division, Global Border Management and Data Analytics Directorate, Programs Branch
- **Bente Baklid** — Director, Corporate and Program Services Division, Border Operations Directorate, Operations Branch
- **Michael Junek** — A/Director, Program Performance and Reporting, Commercial Programs Directorate, Programs Branch
- **Meda-Cristina Horacsek** — Director, Program Performance and Reporting, Traveller Programs Directorate, Programs Branch
- **Mike Leahy** — Director, eManifest Business Intelligence and Risk Assessment, Major Projects Directorate, Information Science and Technology Branch

Report Produced by: The CBSA Performance Reporting Unit, CBSA-ASFC_PRU-URR

If you have any questions about the content of the CBSA Trends Report, please contact:
David Swift (David.Swift@cbsa-asfc.gc.ca) with a cc: to Mary Werre (Mary.Werre@cbsa-asfc.gc.ca)



Canada Border
Services Agency

Agence des services
frontaliers du Canada



CBSA Trends Report

October 2015

FINAL

December 2015

Data Analytics Division
Global Border Management and Data Analytics
Directorate
Programs Branch

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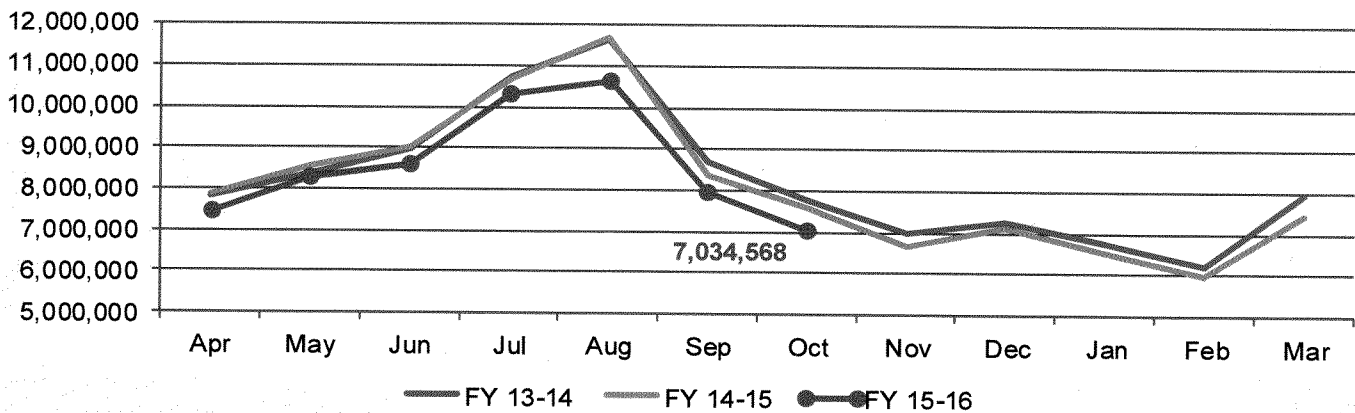
PROTECTION • SERVICE • INTEGRITY

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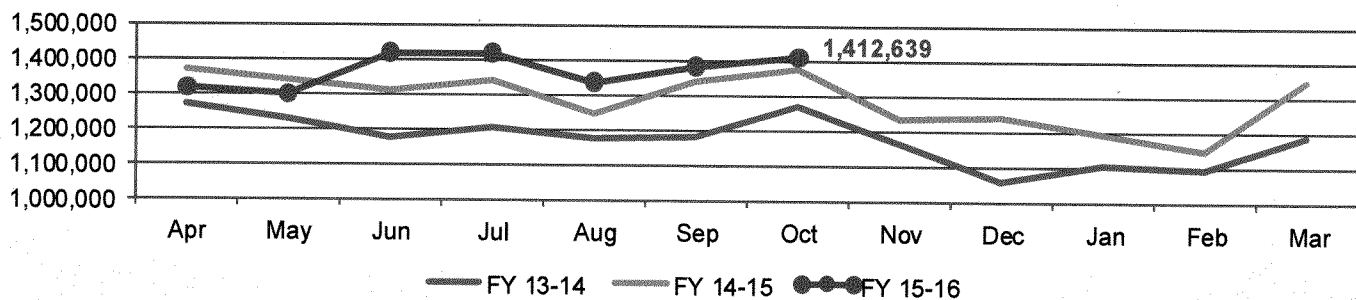
Highlights

Travellers



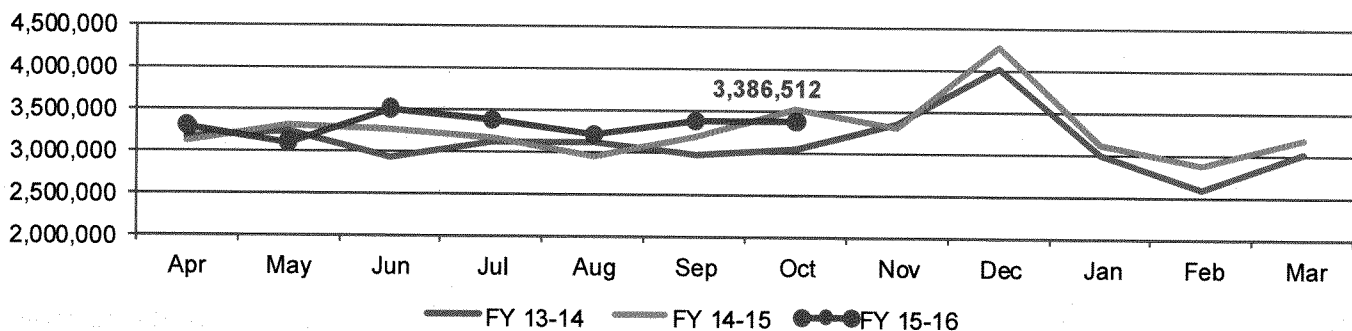
There were 7,034,568 travellers processed in October 2015. This was a **7.22% (or 547,778) decrease** when compared to volumes from October 2014. Highway travellers decreased by 12.68% (or 670,220), while air travellers increased by 4.06% (or 85,655).

Commercial Releases



There were 1,412,639 commercial releases in October 2015. This was a **2.65% (or 36,403) increase** when compared to volumes from October 2014.

Courier

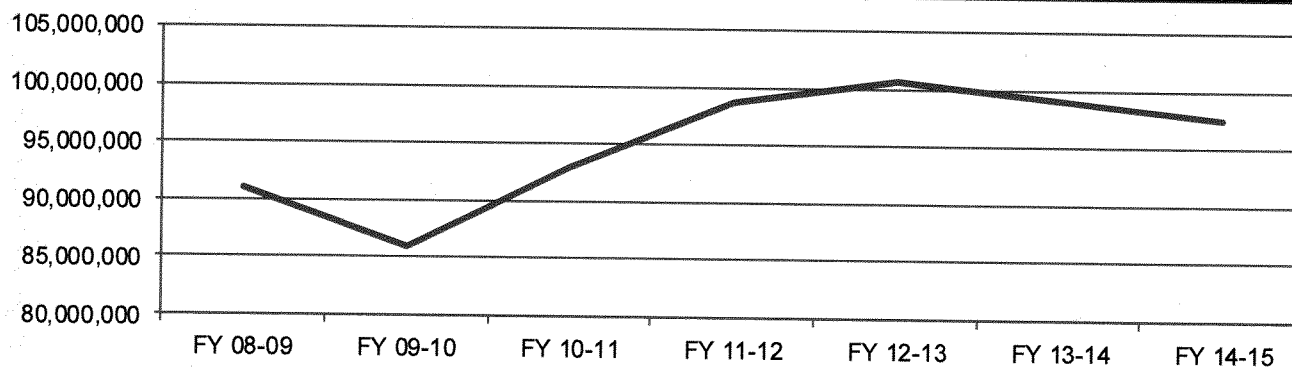


There were 3,386,512 courier shipments in October 2015. This was a **3.78% (or 133,156) decrease** when compared to October 2014.

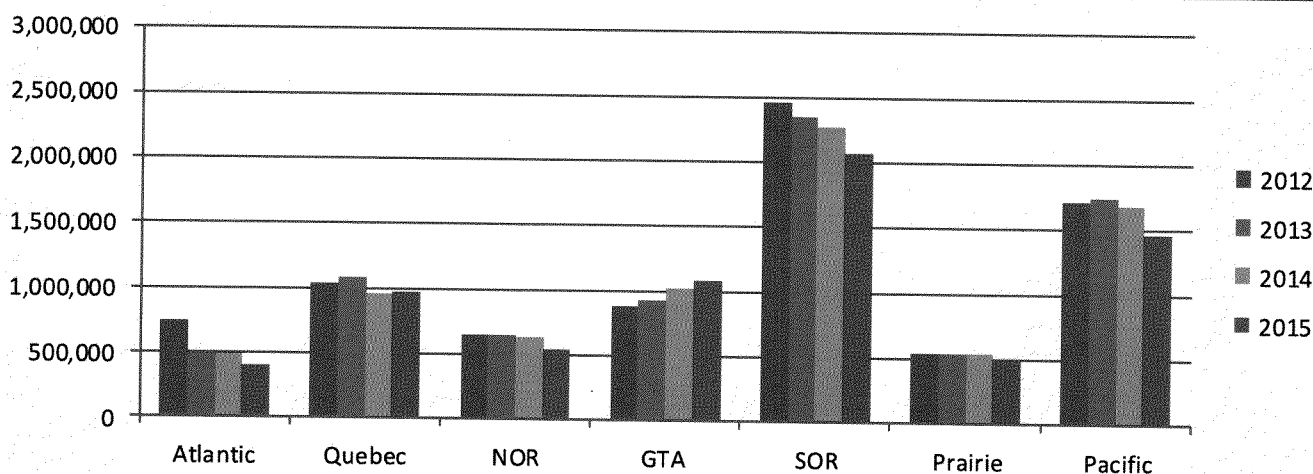


Travellers—All Modes

Annual Trend



Comparison by Region—Current Month



There were 7,034,568 travellers processed in October 2015. This was a **7.22% (or 547,778) decrease** when compared to traveller volumes from October 2014.

Almost all regions, with the exception of the Greater Toronto Area (GTA) and the Quebec Region, have processed fewer travellers when compared to October 2014. The largest decrease in total traveller volumes occurred in the Pacific Region with 209,798 (or 12.48%) fewer travellers when compared to October 2014.

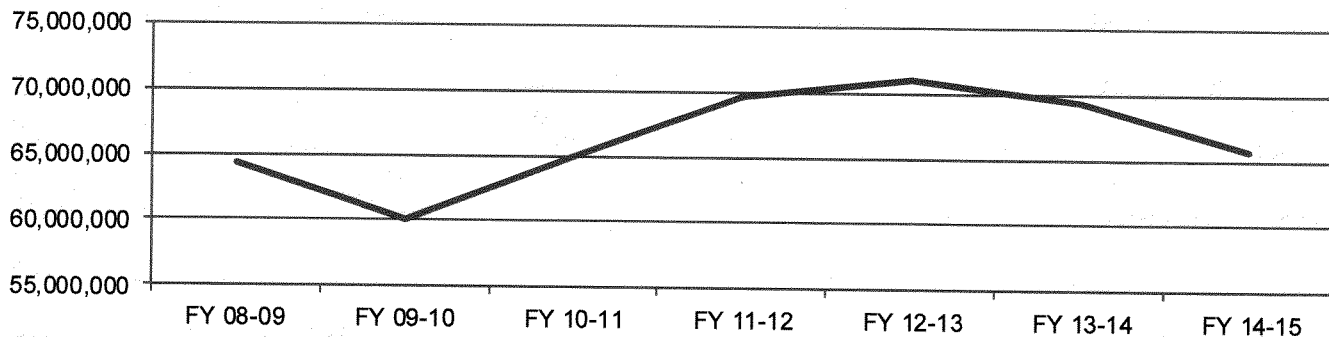
The Greater Toronto Area processed 58,186 (or 5.71%) more travellers when compared to October 2014.

Total Traveller Volumes				
Region	October 2014	October 2015	Difference	% Change
Atlantic	493,564	398,166	-95,398	-19.33%
Quebec	952,986	964,497	11,511	1.21%
NOR	623,907	542,823	-81,084	-13.00%
GTA	1,019,848	1,078,034	58,186	5.71%
SOR	2,271,523	2,073,446	-198,077	-8.72%
Prairie	539,250	506,132	-33,118	-6.14%
Pacific	1,681,268	1,471,470	-209,798	-12.48%
National	7,582,346	7,034,568	-547,778	-7.22%

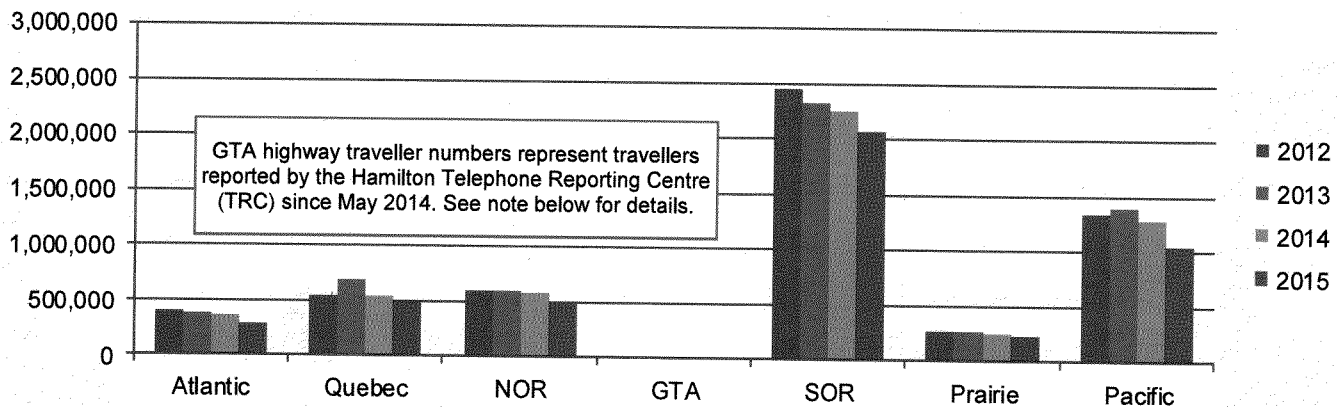


Highway Travellers

Annual Trend



Comparison By Region—Current Month



There were 4,614,026 highway travellers processed in October 2015. This was a **12.68% (or 670,220) decrease** when compared to volumes from October 2014.

All regions, with the exception of the Greater Toronto Area (GTA), have processed fewer highway travellers when compared to October 2014. The largest decrease in highway travellers was found at Douglas with -17.47% (or 72,300) fewer travellers when compared to October 2014.

Detroit Windsor Tunnel processed the greatest increase in highway traveller volumes with 7.66% (or 21,974) more travellers when compared to October 2014.

Total Highway Traveller Volumes

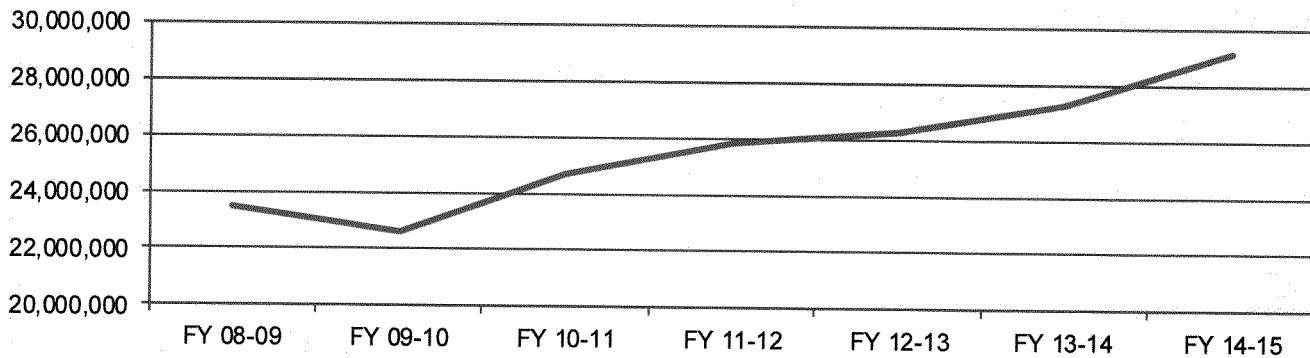
Region	October 2014	October 2015	Difference	% Change
Atlantic	362,283	279,984	-82,299	-22.72%
Quebec	542,447	480,374	-62,073	-11.44%
NOR	575,135	500,011	-75,124	-13.06%
GTA (TRC)*	1,628	1,999	371	22.79%
SOR	2,256,195	2,061,103	-195,092	-8.65%
Prairie	256,833	240,675	-16,158	-6.29%
Pacific	1,289,725	1,049,880	-239,845	-18.60%
National	5,284,246	4,614,026	-670,220	-12.68%

*GTA highway traveller numbers represent travellers processed by the Hamilton TRC. The majority of these travellers are from Northwest Angle, Minnesota, a small exclave of the United States where access by land is only available through Canada. It is an unstaffed border crossing so travellers coming in and out of the Angle must report to CBSA or U.S. CBP by telephone to make their declarations.

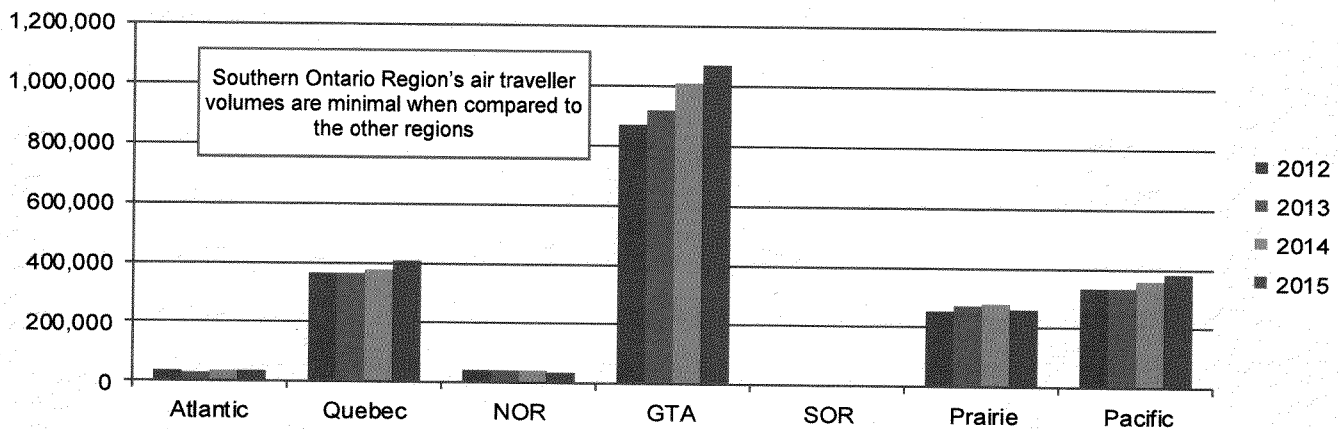


Air Travellers

Annual Trend



Comparison by Region—Current Month



There were 2,194,034 air travellers processed in October 2015. This was a **4.06% (or 85,655) increase** when compared to volumes from October 2014.

Pearson International Airport (Terminal I and III) experienced the largest increase in air traveller volumes as there were 5.76% (or 54,493) more travellers when compared to October 2014.

Traffic Ops Calgary experienced the largest decrease in air traveller volumes as there were 3.49% (or 6,248) fewer travellers when compared to October 2014.

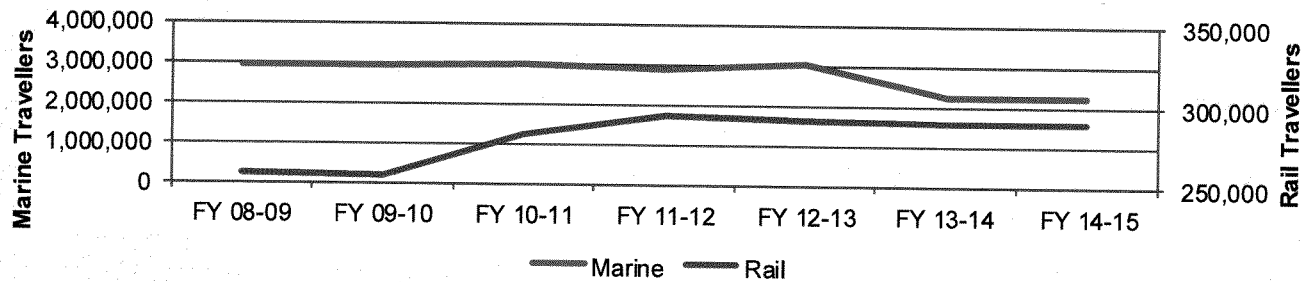
Total Air Traveller Volumes

Region	October 2014	October 2015	Difference	% Change
Atlantic	36,739	35,600	-1,139	-3.10%
Quebec	376,601	404,396	27,795	7.38%
NOR	41,565	36,633	-4,932	-11.87%
GTA	1,009,565	1,067,121	57,556	5.70%
SOR	3,893	3,296	-597	-15.34%
Prairie	280,759	263,107	-17,652	-6.29%
Pacific	359,257	383,881	24,624	6.85%
National	2,108,379	2,194,034	85,655	4.06%



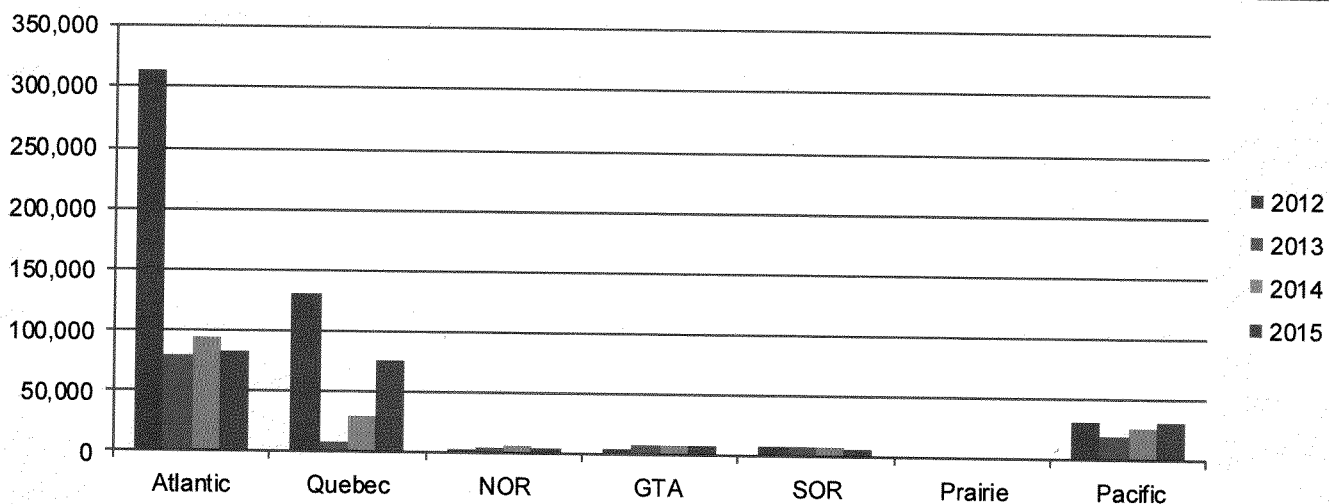
Marine and Rail Travellers

Annual Trend



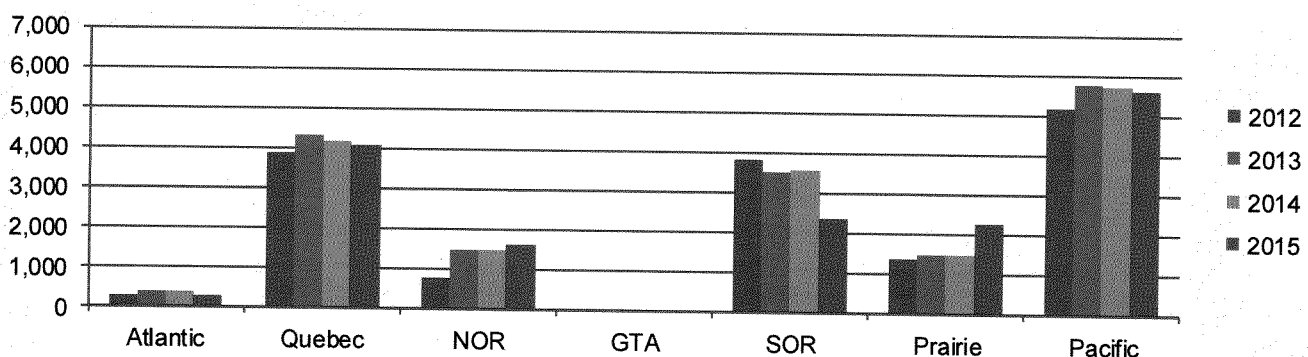
The decline in marine travellers in FY 13-14 is the result of a change in marine traveller counting methods (based on the implementation of First Point of Arrival Initiative in March 2013).

Marine Traveller Comparison by Region—Current Month



There were 210,322 marine travellers processed in October 2015, representing a **21.58% (or 37,329) increase** when compared to volumes from October 2014.

Rail Traveller Comparison by Region—Current Month

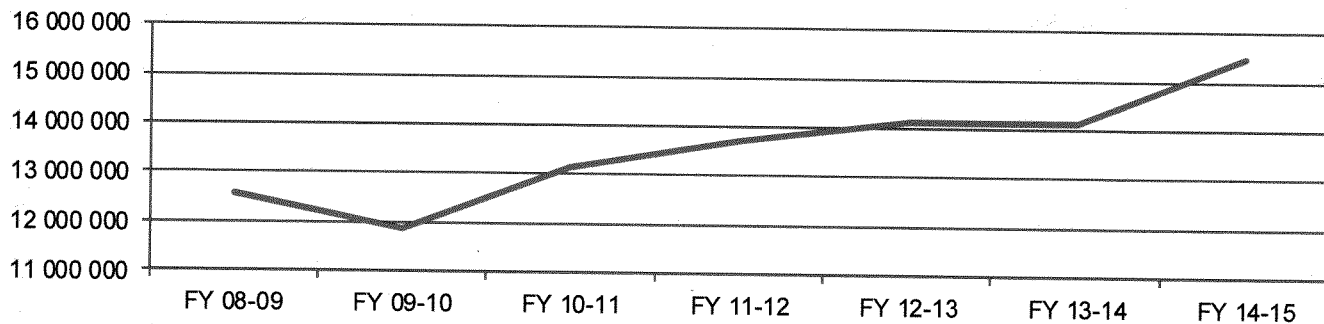


There were 16,186 rail travellers processed in October 2015. This was a **3.24% (or 542) decrease** when compared to volumes from October 2014.

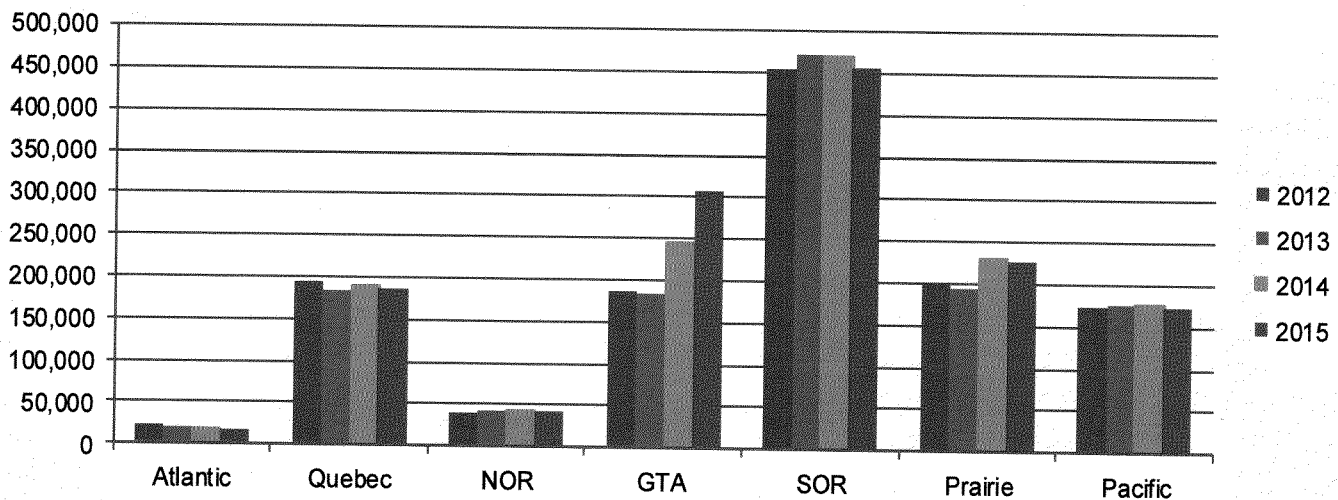


Commercial Releases—Total

Annual Trend



Total Releases Comparison by Region—Current Month



There were 1,412,639 commercial releases in October 2015. This was a **2.65% (or 36,403) increase** when compared to October 2014.

The Greater Toronto Area Region experienced the greatest increase in commercial releases with 25.23% (or 61,900) more releases than October 2014.

The Southern Ontario Region experienced the greatest decrease in commercial releases with 2.89% (or 13,562) fewer releases than October 2014.

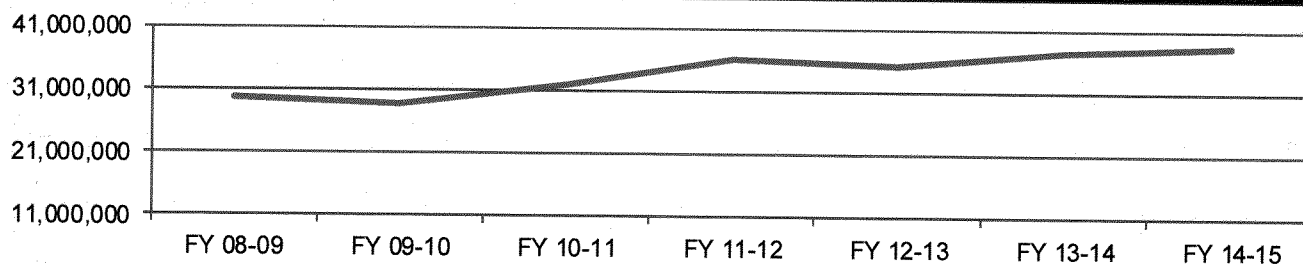
Total Commercial Releases

Region	October 2014	October 2015	Difference	% Change
Atlantic	19,429	17,473	-1,956	-10.07%
Quebec	189,773	186,482	-3,291	-1.73%
NOR	44,730	43,123	-1,607	-3.59%
GTA	245,329	307,229	61,900	25.23%
SOR	469,774	456,212	-13,562	-2.89%
Prairie	230,760	227,826	-2,934	-1.27%
Pacific	176,441	174,294	-2,147	-1.22%
National	1,376,236	1,412,639	36,403	2.65%

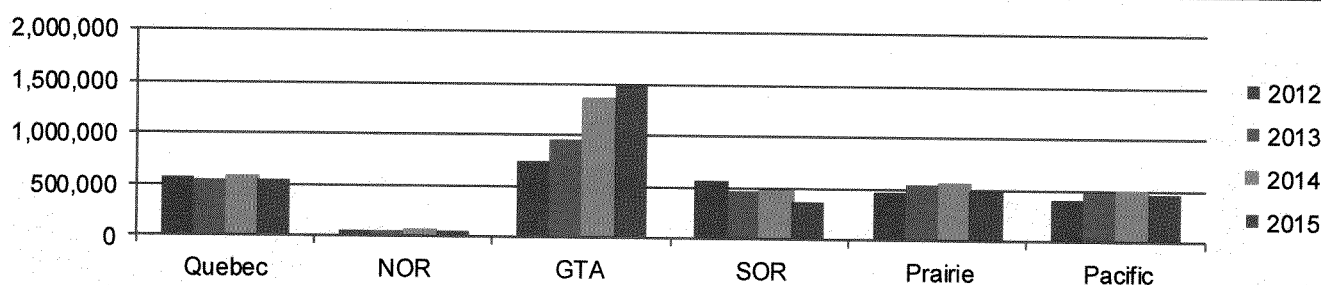


Courier Shipments — Total

Annual Trend



Total Courier By Region—Current Month



There were 3,386,512 courier shipments in October 2015. This was a **3.78% (or 133,156) decrease** when compared to October 2014.

The greatest increase in courier shipments could be found in the Greater Toronto Area Region (GTA), with 9.84% (or 132,846) more shipments than in October 2014. The greatest decrease in courier shipments was found in the Southern Ontario Region, with 109,375 (or 22.60%) fewer shipments than in October 2014.*

When separated by type, the Greater Toronto Area Region experienced an increase in category 1 (valued from \$0 -\$20) shipments of 20.71% (or 103,397) and an increase of 3.45% (or 29,274) category 2 shipments.

The largest decrease in category 1 and category 2 shipments were found in the Southern Ontario Region. The Southern Ontario Region experienced a 26.62% (or 23,330) decrease in category 1 shipments and a 21.58% (or 85,226) decrease in category 2 shipments. *

Total Courier Shipments				
Region	October 2014	October 2015	Difference	% Change
Atlantic	107	114	7	0.00%
Quebec	571,725	540,825	-30,900	-5.40%
NOR	54,264	48,296	-5,968	-11.00%
GTA	1,349,735	1,482,581	132,846	9.84%
SOR*	484,016	374,641	-109,375	-22.60%
Prairie	557,427	482,269	-75,158	-13.48%
Pacific	502,394	457,786	-44,608	-8.88%
National	3,519,668	3,386,512	-133,156	-3.78%

* Sarnia Commercial (BWB) located in Southern Ontario Region has not provided its courier volumes for October 2015. In September 2015, this POE accounted for approximately 35,000 courier shipments. The missing data accounts for some of the drop in SOR courier releases.



Spotlight: Commercial Rail Examinations

Annual Trend (FYTD)

Commercial Rail Examinations—Current Month

There were 115,023 commercial rail releases in October 2015. The highest volume of releases was processed by the Canadian National Railway Company with 73,564. The lowest volume of releases was processed by the Southern Railway of British Columbia Limited with 154 releases in October 2015.

Rail Examinations Comparison		Oct-15		2015-16 FYTD		
Rail carrier	Volumes	Exams	Exam Rate	Volumes	Exams	Exam Rate
Central Maine & Quebec Railway Canada Inc.	265			427	-	-----
BNSF Railway Company	8,235			37,563		
Canadian National Railway Company	73,564			242,444		
Canadian Pacific Railway Company	28,824			105,380		
CSX Transportation, Inc.	1,001			5,512		
New Brunswick Southern Railway Company Limited	1,002			5,707		
Southern Railway of British Columbia Limited	154			989		
Chemin de Fer Saint-Laurent et Atlantique (Quebec) Inc.	245			584		
Kettle Falls International Railway, LLC	498			579		
Triple Crown Services Company	1,235			10,731		
TOTAL	115,023			409,916		



Annex A: Data Control Sheet

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Caveats and Data Notes:

General:

Discrepancies in scale may cause some traveller and commercial volumes to look like zero. For example, Southern Ontario appears to have no air travellers, and GTA with highway travellers. In this case 80,000 travellers in Southern Ontario do not show when compared to 12 million travellers in the GTA.

Change in Methodology

Page 2: Moving forward, the CBSA Trends Report will pull all traveller volumes from the Traveller Operations Cube in CMRS while work is underway to improve the data quality of the Passages from Primary cube in CMRS.

Travellers:

Pages 5 & 6: GTA regularly reports air and marine travellers. Highway travellers will only be captured through the Hamilton Telephone Reporting Centre.

Upon the initial review of the data from the G11 the following figures have been updated.

Region	Total WLOCs	# of Late/ Missing WLOC Data	Comments
			The POEs below did not successfully key in their G11 traveller counts in time for the CMRS refresh. As a result, traveller counts were obtained through the sources below.
Atlantic Region	35	1	<ul style="list-style-type: none"> • 2100 St. John—October 2015—traveller counts were received manually from the POE following the G11 cut-off and refresh date. St. John reported 34 air travellers and 39,043 marine travellers for October 2015.
Quebec Region	60	1	<ul style="list-style-type: none"> • 3123 Quebec City Airport—October 2015—traveller counts were received manually from the POE following the G11 cut-off and refresh date. Quebec City Airport reported 17,080 air travellers for October 2015.
Greater Toronto Area Region	10	4	<ul style="list-style-type: none"> • 2971 & 2974 PIA Terminal I and III—October 2015—traveller counts were received manually from the POEs following the G11 cut-off and refresh date. Terminal I reported 636,430 air travellers and Terminal III reported 364,562 air travellers for October 2015.
			<ul style="list-style-type: none"> • 4952 Billy Bishop Toronto City Airport—October 2015—traveller counts were received manually from the POEs following the G11 cut-off and refresh date. Billy Bishop reported 39,585 air travellers for October 2015.
			<ul style="list-style-type: none"> • 4960 Interport Suff Whse—October 2015—the volumes for courier category 2 courier shipments initially found in CMRS are incorrect. The correct volume of category 2 shipments is 122,307.
Southern Ontario Region	18	5	<ul style="list-style-type: none"> • 4276 Queenston Bridge Commercial—October 2015—traveller counts were received manually from the POE following the G11 cut-off and refresh date. Queenston Bridge Commercial reported 30,328 highway travellers for October 2015.



Region	Total WLOCs	Late/ Missing WLOC Data FY 2015- 2016	Comments
Southern Ontario Region (Cont.)	18	5	The POEs below did not successfully key in their G11 traveller counts in time for the CMRS refresh. As a result, traveller counts were obtained through the sources below.
			<ul style="list-style-type: none"> • 4530 Ambassador Bridge Commercial—October 2015—the original volumes for October 2015 courier shipments were incorrect. The amended volumes are as follows: 39,059 category 1 shipments, 193,403 category 2 shipments and 198 OIC PC shipments.
			<ul style="list-style-type: none"> • 4401 & 4403 BWB Travellers and Sarnia Commercial (BWB) - October 2015—traveller volumes have not been provided to the Performance Reporting Unit from the POE. Until traveller volumes are provided, the Trends Report is using Passages from Primary data as a substitute. Using Passages from Primary data, there were 242,803 travellers for BWB Travellers and 73,876 travellers for Sarnia Commercial BWB.
			<ul style="list-style-type: none"> • 4650 Sombra—October 2015—traveller counts were received manually from the POE following the G11 cut-off and refresh date. Sombra reported 7,507 highway travellers and 3,937 marine travellers for October 2015.
Prairie Region	49	16	<ul style="list-style-type: none"> • 4651 Walpole Island—October 2015—traveller counts were received manually from the POE following the G11 cut-off and refresh date. Walpole Island reported 4,186 highway travellers and 2,478 marine travellers for October 2015.
			<ul style="list-style-type: none"> • 5021 & 5022 Emerson West-Lynne Traffic and Commercial—October 2015—traveller and courier counts were received manually from the POE following the G11 cut-off and refresh date. Emerson West-Lynne Traffic reported 68,753 highway travellers and 291 rail travellers. Emerson Commercial processed 30,500 courier shipments in October 2015.
			<ul style="list-style-type: none"> • 5024 Tolstoi—October 2015—traveller counts were received manually from the POE following the G11 cut-off and refresh date. Tolstoi reported 4,724 highway travellers for October 2015.
			<ul style="list-style-type: none"> • 5030 Gretna—October 2015—traveller counts were received manually from the POE following the G11 cut-off and refresh date. Gretna reported 5,154 highway travellers for October 2015
			<ul style="list-style-type: none"> • 5031 Winkler—October 2015—traveller counts were received manually from the POE following the G11 cut-off and refresh date. Winkler reported 5,184 highway travellers for October 2015
			<ul style="list-style-type: none"> • 5071 Boissevain—October 2015—traveller counts were received manually from the POE following the G11 cut-off and refresh date. Boissevain reported 8,910 highway travellers and for 46 air travellers for October 2015
			<ul style="list-style-type: none"> • 5072 Cartwright—October 2015—traveller counts were received manually from the POE following the G11 cut-off and refresh date. Cartwright reported 1001 highway travellers for October 2015
			<ul style="list-style-type: none"> • 5073 Lena—October 2015—traveller counts were received manually from the POE following the G11 cut-off and refresh date. Lena reported 2,053 highway travellers for October 2015



Region	Total WLOCs	Late/ Missing WLOC Data FY 2015- 2016	Comments
			The POEs below did not successfully key in their G11 traveller counts in time for the CMRS refresh. As a result, traveller counts were obtained through the sources below.
Prairie Region	49	16	<ul style="list-style-type: none"> • 5081 Coulter—October 2015—traveller counts were received manually from the POE following the G11 cut-off and refresh date. Coulter reported 1,636 highway travellers for October 2015.
			<ul style="list-style-type: none"> • 5082 Goodlands—October 2015—traveller counts were received manually from the POE following the G11 cut-off and refresh date. Goodlands reported 1,650 highway travellers for October 2015.
			<ul style="list-style-type: none"> • 5083 Lyleton—October 2015—traveller counts were received manually from the POE following the G11 cut-off and refresh date. Lyleton reported 1,329 highway travellers for October 2015.
			<ul style="list-style-type: none"> • 5091 Crystal City—October 2015—traveller counts were received manually from the POE following the G11 cut-off and refresh date. Crystal City reported 517 highway travellers for October 2015.
			<ul style="list-style-type: none"> • 5092 Snowflake—October 2015—traveller counts were received manually from the POE following the G11 cut-off and refresh date. Snowflake reported 172 highway travellers for October 2015.
			<ul style="list-style-type: none"> • 5093 Windygates—October 2015—traveller counts were received manually from the POE following the G11 cut-off and refresh date. Windygates reported 1,637 highway travellers for October 2015.
			<ul style="list-style-type: none"> • 5051 Piney—October 2015—traveller counts were received manually from the POE following the G11 cut-off and refresh date. Piney reported 748 highway travellers and 25 air travellers for October 2015.
			<ul style="list-style-type: none"> • 5052 Sprague—October 2015—traveller counts were received manually from the POE following the G11 cut-off and refresh date. Sprague reported 14,182 highway travellers and 1,475 rail travellers for October 2015.
			<ul style="list-style-type: none"> • 5053 South Junction—October 2015—traveller counts were received manually from the POE following the G11 cut-off and refresh date. South Junction reported 5,585 highway travellers for October 2015.

Commercial:

Page 7: Figures on commercial releases by mode have been removed from the report until they can be reported accurately. Current systems do not allow the CBSA to track releases accurately by mode. Data volumes in the CBSA's Consolidated Management Reporting Services (CMRS) are pulled from the Accelerated Commercial Release Operations Support System (ACROSS). In ACROSS, commercial releases are tracked by office. Offices are assigned to one mode only depending on their primary workload. However, many offices release shipments entering from multiple modes. For example, an office in the GTA may release rail and air shipments. As the office in the GTA is designated as a rail office, it will code every air shipment it releases to rail mode.

Page 7: As of January 2014, a major company switched from consolidated release requests to single release requests for individual shipments, causing a large increase in commercial releases compared to previous years. These changes only affect the commercial releases stream and do not have any impact on courier shipment totals.

**Courier:**

Page 8: In January 2013, the maximum value for category 2 courier shipments increased from \$1600 to \$2500. Recent increases in courier volumes can be partially explained by this change.

Page 8: The methodology for counting courier releases has changed as of October 2015. Courier volumes will now incorporate Category 1, Category 2 and OIC PC 1985-2954/5 releases when calculating total courier volumes. Previously, the Trends Report only counted Category 1 and Category 2 releases.

Data Sources:

CBSA Actuals: CMRS Corporate (CBSA General) Cube sourced from G11 data (Traveller and Commercial data) and Passages from Primary

Dates Pulled:

November 16, 2015 (Refresh Date: November 16, 2015)

Contacts:

- **Andrei Grushman** — Director, Data Analytics Division, Global Border Management and Data Analytics Directorate, Programs Branch
- **Bente Baklid** — Director, Corporate and Program Services Division, Border Operations Directorate, Operations Branch
- **Michael Juneke** — A/Director, Program Performance and Reporting, Commercial Programs Directorate, Programs Branch
- **Meda-Cristina Horacsek** — Director, Program Performance and Reporting, Traveller Programs Directorate, Programs Branch
- **Mike Leahy** — Director, eManifest Business Intelligence and Risk Assessment, Major Projects Directorate, Information Science and Technology Branch

Report Produced by: The CBSA Performance Reporting Unit, CBSA-ASFC_PRU-URR

If you have any questions about the content of the CBSA Trends Report, please contact:

David Swift (David.Swift@cbsa-asfc.gc.ca) with a cc: to Mary Werre (Mary.Werre@cbsa-asfc.gc.ca)



Canada Border
Services Agency

Agence des services
frontaliers du Canada



CBSA Trends Report

November 2015

FINAL

January 2015

Data Analytics Division
Global Border Management and Data Analytics
Directorate
Programs Branch

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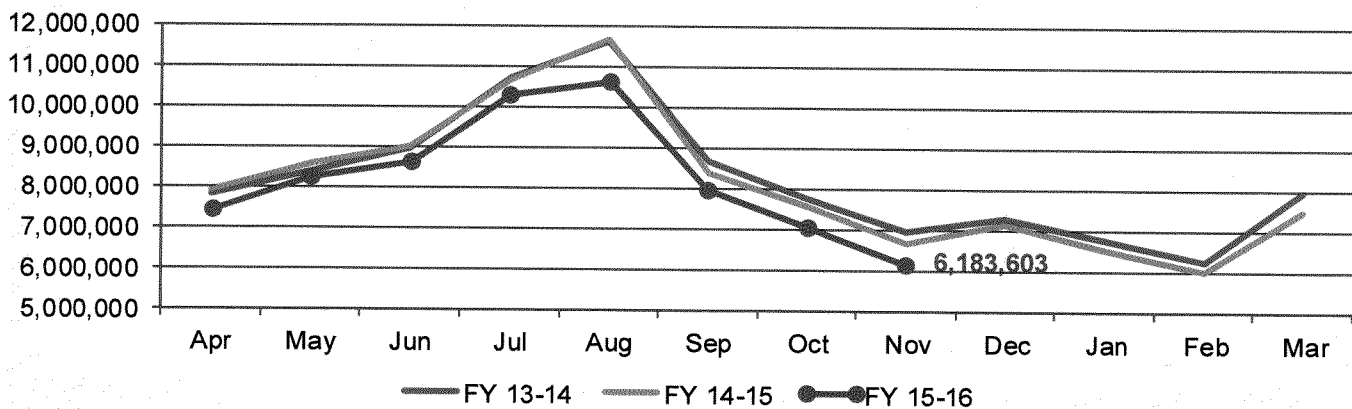
PROTECTION • SERVICE • INTEGRITY

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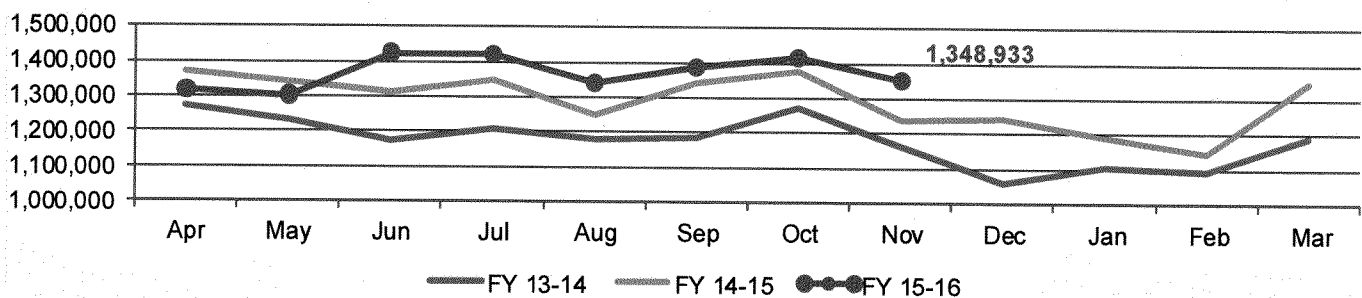
Highlights

Travellers



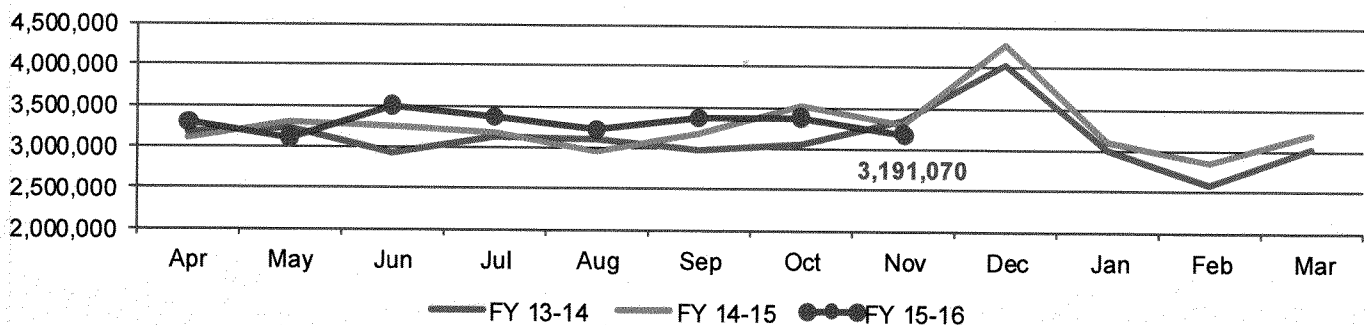
There were 6,183,603 travellers processed in November 2015. This was a **7.23% (or 481,936) decrease** when compared to volumes from November 2014. Highway travellers decreased by 11.90% (or 555,280), while air travellers increased by 3.87% (or 75,251).

Commercial Releases



There were 1,348,933 commercial releases in November 2015. This was a **9.19% (or 113,573) increase** when compared to volumes from November 2014.

Courier

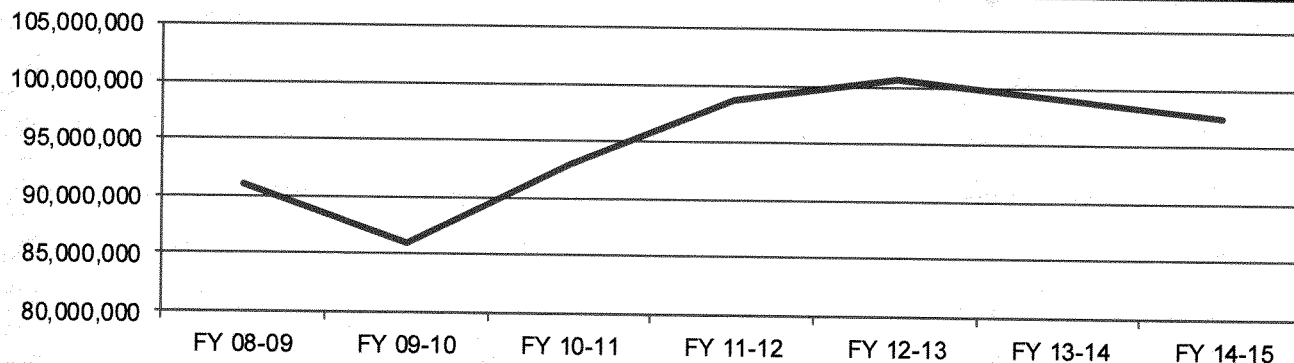


There were 3,191,070 courier shipments in November 2015. This was a **3.22% (or 106,280) decrease** when compared to November 2014.

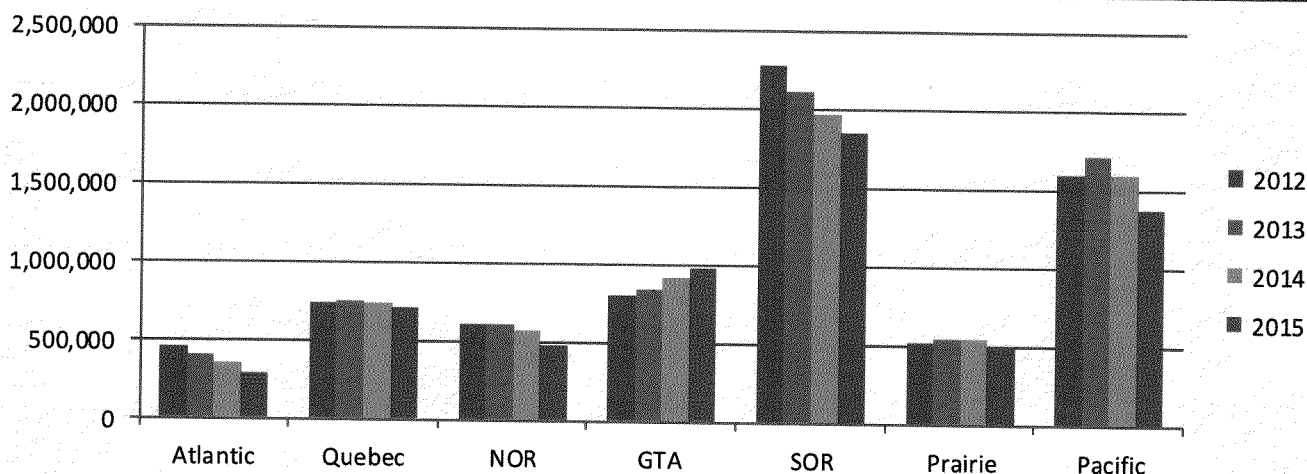


Travellers—All Modes

Annual Trend



Comparison by Region—Current Month



There were 6,183,603 travellers processed in November 2015. This was a **7.23% (or 481,936) decrease** when compared to traveller volumes from November 2014.

Almost all regions, with the exception of the Greater Toronto Area (GTA) have processed fewer travellers when compared to November 2014. The largest decrease in total traveller volumes occurred in the Pacific Region with 216,799 (or 13.57%) fewer travellers when compared to November 2014.

The Greater Toronto Area processed 53,144 (or 5.78%) more travellers when compared to November 2014.

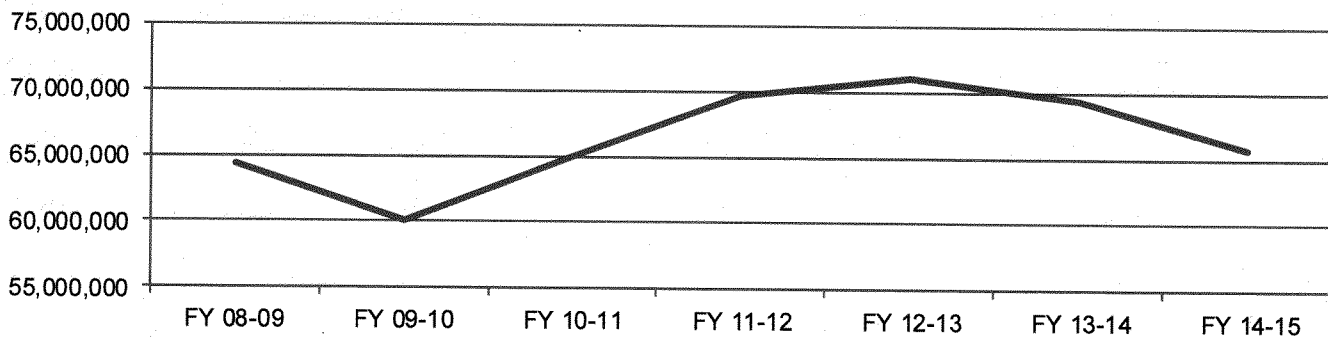
Total Traveller Volumes

Region	November 2014	November 2015	Difference	% Change
Atlantic	344,751	278,306	-66,445	-19.27%
Quebec	733,931	709,528	-24,403	-3.32%
NOR	564,991	480,460	-84,531	-14.96%
GTA	919,728	972,872	53,144	5.78%
SOR	1,965,614	1,852,230	-113,384	-5.77%
Prairie	538,656	509,138	-29,518	-5.48%
Pacific	1,597,868	1,381,069	-216,799	-13.57%
National	6,665,539	6,183,603	-481,936	-7.23%

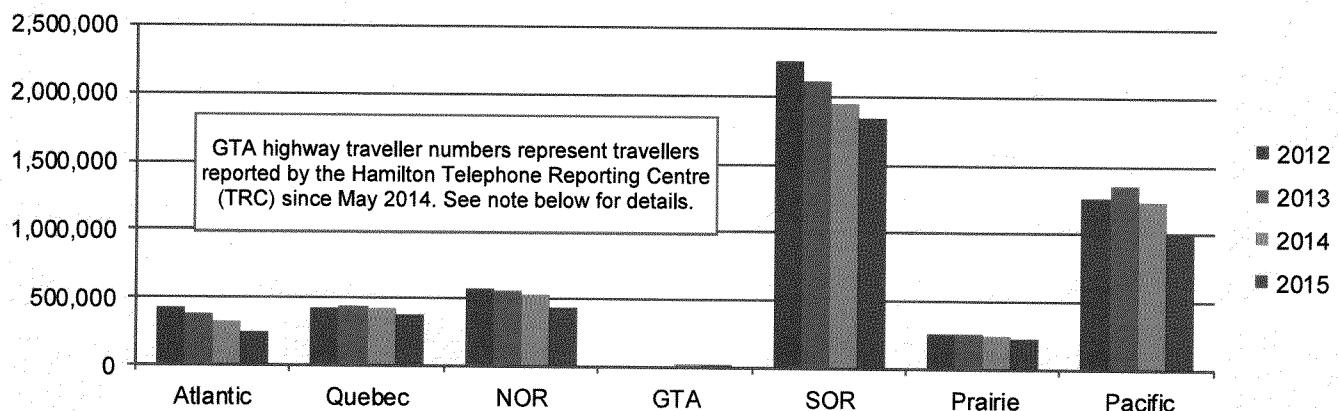


Highway Travellers

Annual Trend



Comparison By Region—Current Month



There were 4,109,616 highway travellers processed in November 2015. This was a **11.90% (or 555,280) decrease** when compared to volumes from November 2014.

All regions, with the exception of the Greater Toronto Area (GTA), have processed fewer highway travellers when compared to November 2014. The largest decrease in highway travellers was found at Douglas with -19.00% (or 77,988) fewer travellers when compared to November 2014.

Detroit Windsor Tunnel processed the greatest increase in highway traveller volumes with 10.51% (or 28,031) more travellers when compared to November 2014.

Total Highway Traveller Volumes

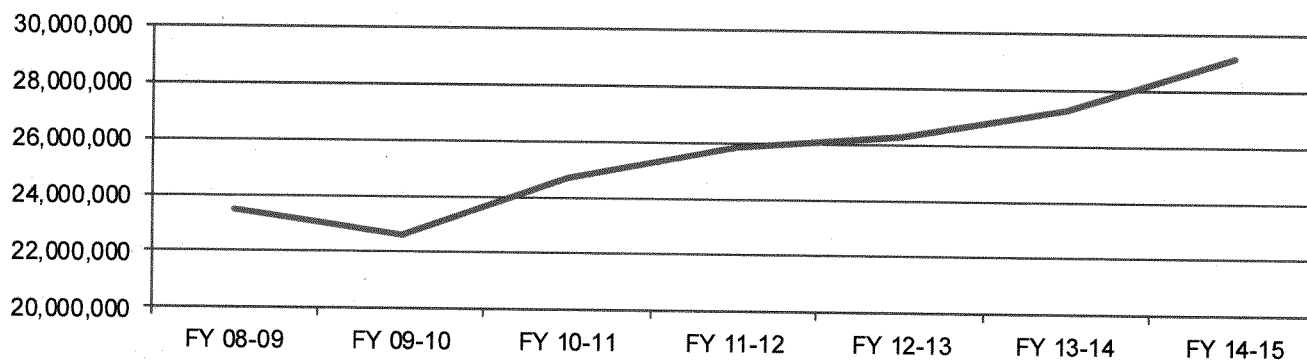
Region	November 2014	November 2015	Difference	% Change
Atlantic	307,999	245,847	-62,152	-20.18%
Quebec	413,670	371,280	-42,390	-10.25%
NOR	518,110	436,404	-81,706	-15.77%
GTA (TRC)*	788	802	14	1.78%
SOR	1,950,855	1,840,371	-110,484	-5.66%
Prairie	239,428	224,829	-14,599	-6.10%
Pacific	1,234,046	990,083	-243,963	-19.77%
National	4,664,896	4,109,616	-555,280	-11.90%

*GTA highway traveller numbers represent travellers processed by the Hamilton TRC. The majority of these travellers are from Northwest Angle, Minnesota, a small exclave of the United States where access by land is only available through Canada. It is an unstaffed border crossing so travellers coming in and out of the Angle must report to CBSA or U.S. CBP by telephone to make their declarations.

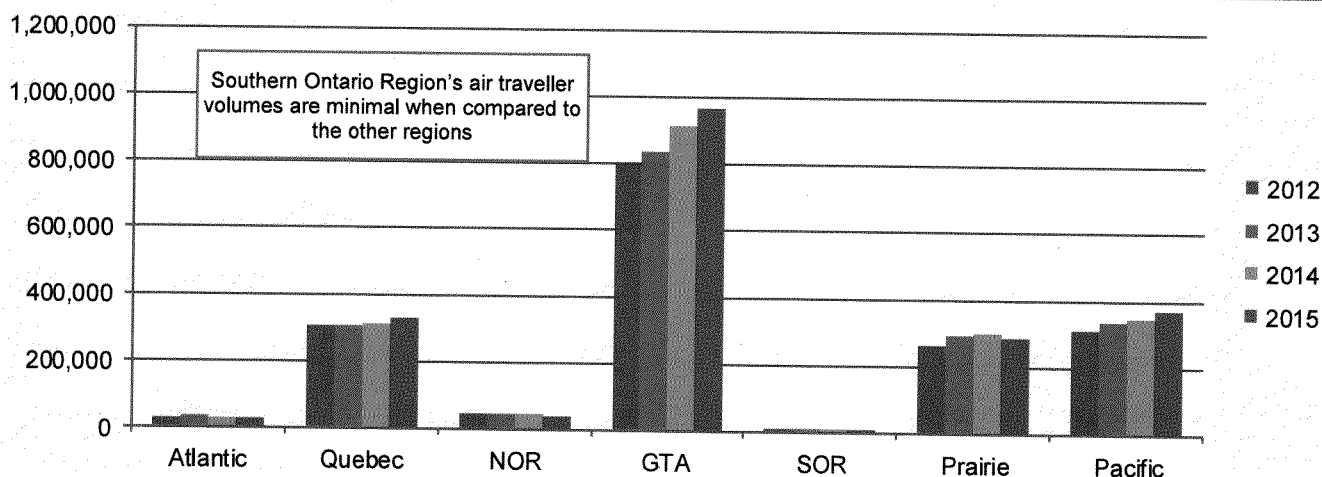


Air Travellers

Annual Trend



Comparison by Region—Current Month



There were 2,018,602 air travellers processed in November 2015. This was a **3.87% (or 75,251) increase** when compared to volumes from November 2014.

Pearson International Airport (Terminal I and III) experienced the largest increase in air traveller volumes as there were 6.22% (or 53,261) more travellers when compared to November 2014.

Traffic Ops Calgary experienced the largest decrease in air traveller volumes as there were 3.52% (or 6,198) fewer travellers when compared to November 2014.

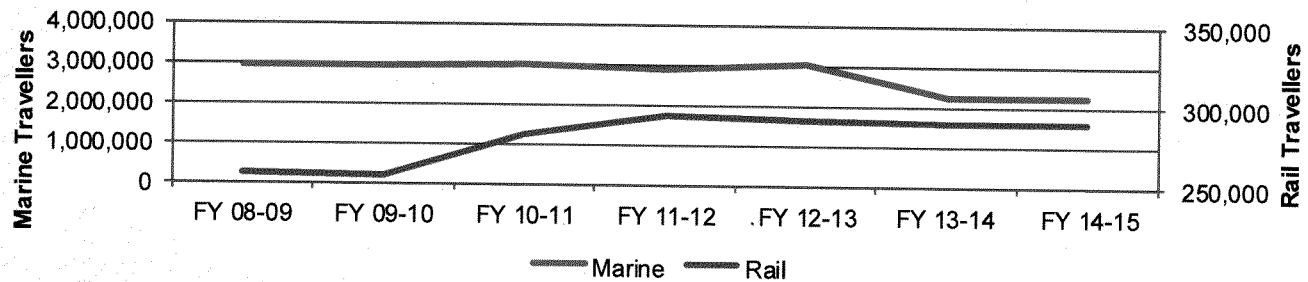
Total Air Traveller Volumes

Region	November 2014	November 2015	Difference	% Change
Atlantic	27,274	23,064	-4,210	-15.44%
Quebec	311,467	330,190	18,723	6.01%
NOR	43,077	40,037	-3,040	-7.06%
GTA	914,311	968,101	53,790	5.88%
SOR	5,543	3,214	-2,329	-42.02%
Prairie	297,998	282,927	-15,071	-5.06%
Pacific	343,681	371,069	27,388	7.97%
National	1,943,351	2,018,602	75,251	3.87%



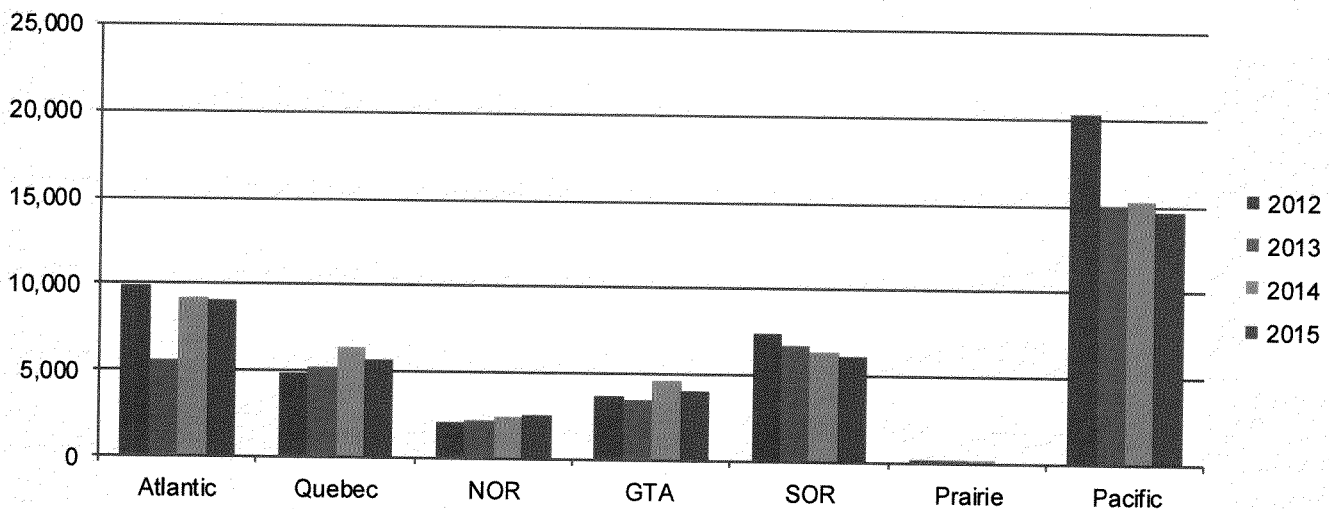
Marine and Rail Travellers

Annual Trend



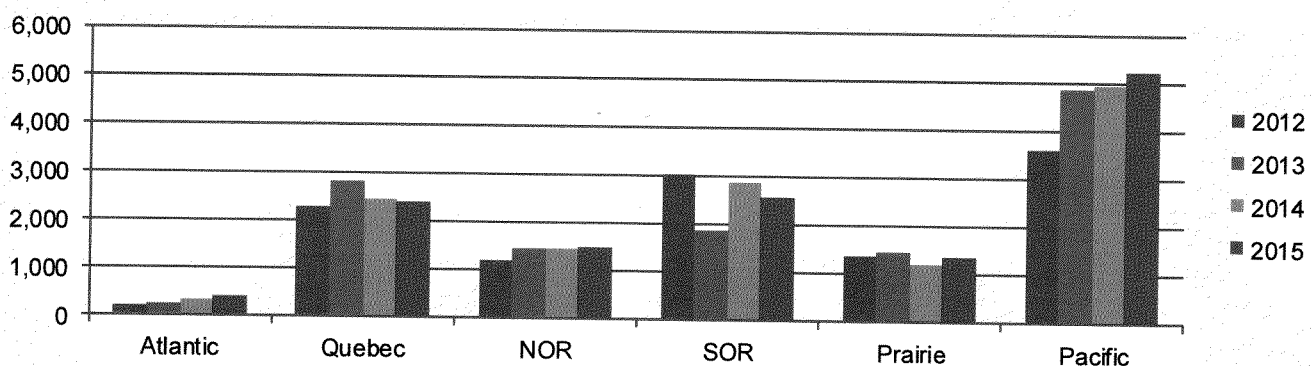
The decline in marine travellers in FY 13-14 is the result of a change in marine traveller counting methods (based on the implementation of First Point of Arrival Initiative in March 2013).

Marine Traveller Comparison by Region—Current Month



There were 41,947 marine travellers processed in November 2015, representing a **4.82% (or 2,124) decrease** when compared to volumes from November 2014.

Rail Traveller Comparison by Region—Current Month

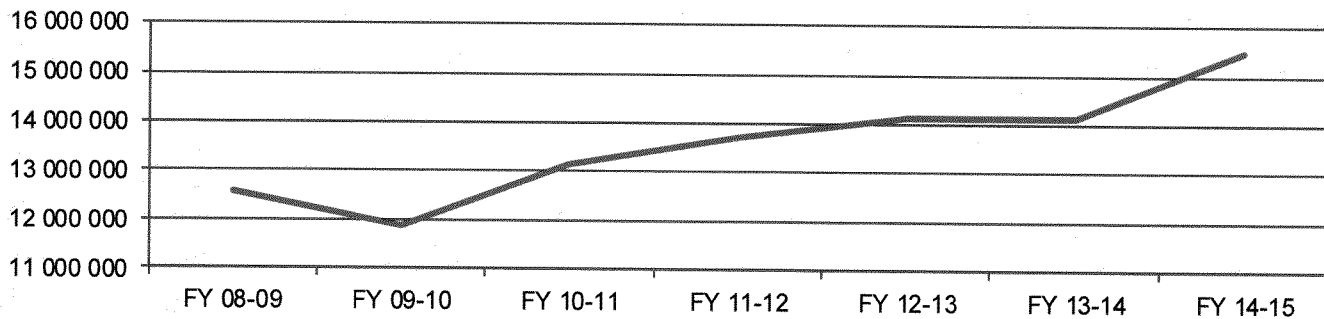


There were 13,438 rail travellers processed in November 2015. This was a **1.64% (or 217) decrease** when compared to volumes from November 2014.

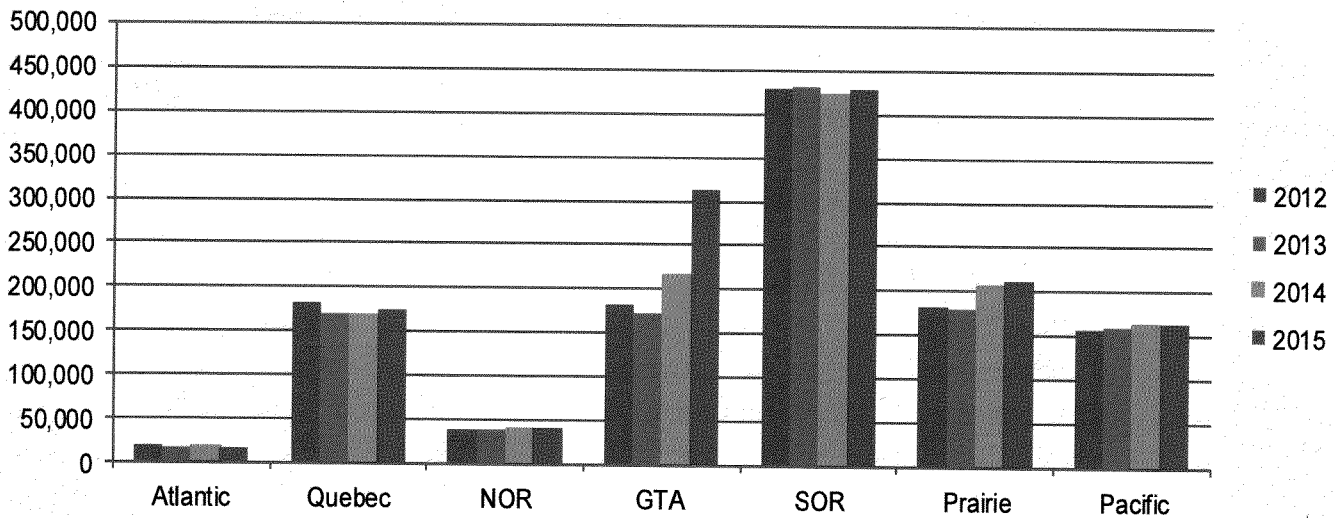


Commercial Releases—Total

Annual Trend



Total Releases Comparison by Region—Current Month



There were 1,348,933 commercial releases in November 2015. This was a **9.19% (or 113,573) increase** when compared to November 2014.

The Greater Toronto Area Region experienced the greatest increase in commercial releases with 44.63% (or 96,749) more releases than November 2014.

The Atlantic Region experienced the greatest decrease in commercial releases with 9.09% (or 1,609) fewer releases than November 2014.

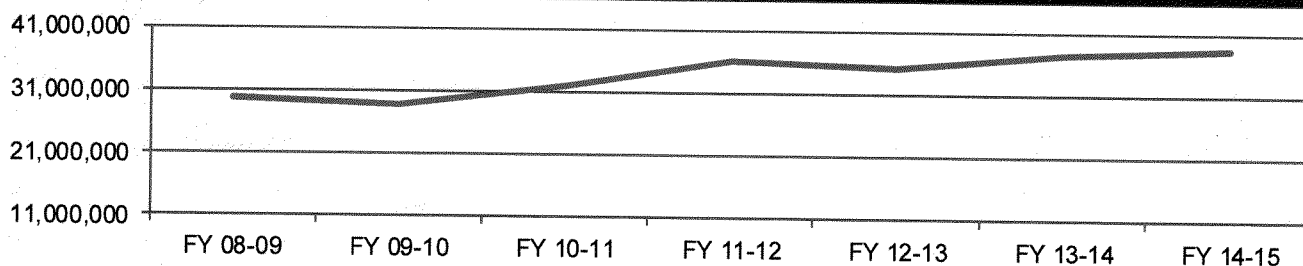
Total Commercial Releases

Region	November 2014	November 2015	Difference	% Change
Atlantic	17,706	16,097	-1,609	-9.09%
Quebec	167,488	173,475	5,987	3.57%
NOR	40,518	39,593	-925	-2.28%
GTA	216,761	313,510	96,749	44.63%
SOR	422,228	429,836	7,608	1.80%
Prairie	206,537	211,197	4,660	2.26%
Pacific	164,122	165,225	1,103	0.67%
National	1,235,360	1,348,933	113,573	9.19%

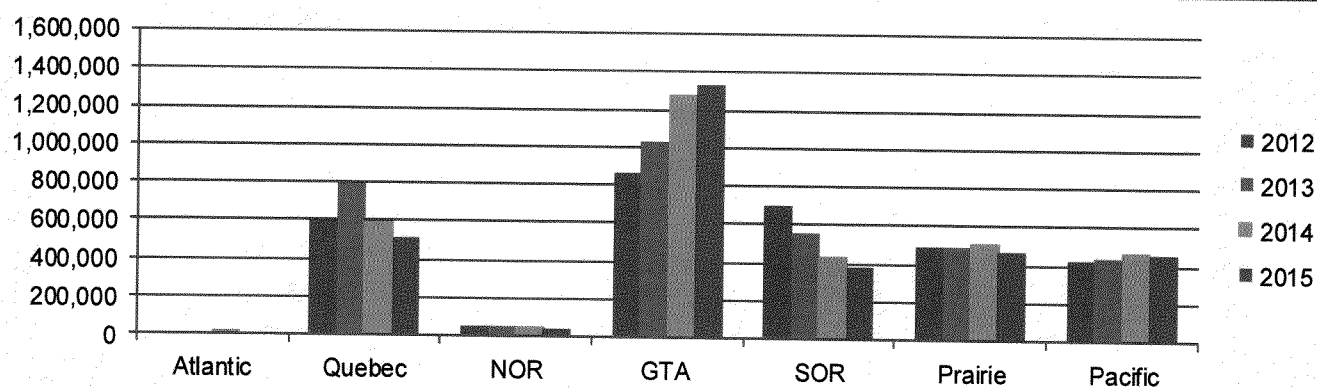


Courier Shipments — Total

Annual Trend



Total Courier By Region—Current Month



There were 3,191,070 courier shipments in November 2015. This was a **3.22% (or 106,280) decrease** when compared to November 2014.

The greatest increase in courier shipments could be found in the Greater Toronto Area Region (GTA), with 5.44% (or 68,996) more shipments than in November 2014. The greatest decrease in courier shipments was found in the Quebec Region with 78,807 (or 13.38%) fewer shipments than in November 2014.

When separated by type, the Greater Toronto Area Region experienced the largest increase in category 1 (valued from \$0-\$20) and category 2 (valued \$20-\$2500) shipments. The GTA region experienced an increase of 0.96% (or 4,426) and 7.94% (or 64,214) respectively.

The largest decrease in category 1 shipments was found in the Quebec region with 24.17% (or 44,810) fewer shipments than in November 2014. The largest decrease in category 2 shipments was found in the Southern Ontario Region with 10.91% (or 38,691) fewer shipments than in November 2014.

Total Courier Shipments

Region	November 2014	November 2015	Difference	% Change
Atlantic	137	117	-20	0.00%
Quebec	588,821	510,014	-78,807	-13.38%
NOR	46,680	41,293	-5,387	-11.54%
GTA	1,268,730	1,337,726	68,996	5.44%
SOR*	429,114	381,939	-47,175	-10.99%
Prairie	505,012	468,281	-36,731	-7.27%
Pacific	458,856	451,700	-7,156	-1.56%
National	3,297,350	3,191,070	-106,280	-3.22%



Spotlight: Commercial Rail Examinations

Annual Trend (FYTD)

Commercial Rail Examinations—Current Month

There were 38,148 commercial rail releases in November 2015. The highest volume of releases was processed by the Canadian National Railway Company with 23,804. The lowest volume of releases was processed by the Kettle Falls International Railway LLC with 17 releases in November 2015.

Rail Examinations Comparison		November 2015			2015-16 FYTD		
Rail carrier	Volumes	Exams	Exam Rate	Volumes	Exams	Exam Rate	
Central Maine & Quebec Railway Canada Inc.	23			450			
BNSF Railway Company	1,122			38,685			
Canadian National Railway Company	23,804			266,248			
Canadian Pacific Railway Company	11,260			116,640			
CSX Transportation, Inc.	654			6,166			
New Brunswick Southern Railway Company Limited	547			6,254			
Southern Railway of British Columbia Limited	156			1,145			
Chemin de Fer Saint-Laurent et Atlantique (Quebec) Inc.	41			625			
Kettle Falls International Railway, LLC	17			596			
Triple Crown Services Company	524			11,255			
TOTAL	38,148			448,064			



Annex A: Data Control Sheet

Definitions:

Travellers: Includes all persons who have been processed with or without the assistance of CBSA automated systems.

Commercial releases: Section 31 of the Customs Act specifies that no goods shall be removed from customs control until released. The importer or customs broker requests release. The release information is used to determine the admissibility of the goods into Canada. There are several release options: PARS (Pre-Arrival Review System), RMD (Release on Minimum Documentation), B3 (Canada Customs Coding Form), Aerospace, CSA (Customs Self Assessment) and Automotive service options. Consolidated Management Reporting System (CMRS) contains all carrier information but contains only the Top 1000 Importers so this will also play into discrepancies.

Caveats and Data Notes:

General:

Discrepancies in scale may cause some traveller and commercial volumes to look like zero. For example, Southern Ontario appears to have no air travellers, and GTA with highway travellers. In this case 80,000 travellers in Southern Ontario do not show when compared to 12 million travellers in the GTA.

Change in Methodology

Page 2: Moving forward, the CBSA Trends Report will pull all traveller volumes from the Traveller Operations Cube in CMRS while work is underway to improve the data quality of the Passages from Primary cube in CMRS.

Travellers:

Pages 5 & 6: GTA regularly reports air and marine travellers. Highway travellers will only be captured through the Hamilton Telephone Reporting Centre.

Upon the initial review of the data from the G11 the following figures have been updated.

Region	Total WLOCs	# of Late/ Missing WLOC Data	Comments
Northern Ontario Region	21	3	The POEs below did not successfully key in their G11 traveller counts in time for the CMRS refresh. As a result, traveller counts were obtained through the sources below.
			<ul style="list-style-type: none"> • 4751 Pigeon River—November 2015—traveller counts were received manually from the POE following the G11 cut-off and refresh date. Pigeon River reported 26,357 highway travellers for November 2015.
			<ul style="list-style-type: none"> • 4090 Cornwall—November 2015—traveller counts were received manually from the POE following the G11 cut-off and refresh date. Cornwall reported 118,185 highway travellers for November 2015. • 4313 Customs Air Cargo—November 2015—courier volumes in CMRS were incorrect. After following up with the POE, the PRU was able to obtain new values. There were 15,702 category 1 shipments and 25,587 category 2 shipments.
Greater Toronto Area Region	10	1	<ul style="list-style-type: none"> • 4960 Interport Suff Whse—November 2015—courier volumes in CMRS were incorrect. After following up with the POE, the PRU was able to obtain new values. There were 30,922 category 1 shipments and 139,889 category 2 shipments.
Southern Ontario Region	18	4	<ul style="list-style-type: none"> • 4530 Ambassador Bridge Commercial—November 2015—the initial courier volumes found in CMRS were incorrect. After following up with the POE, the PRU was able to obtain new values. There were 34,413 category 1 shipments and 177,201 category 2 shipments.
			<ul style="list-style-type: none"> • 4650 Sombra—November 2015—traveller counts were received manually from the POE following the G11 cut-off and refresh date. Sombra reported 6,990 highway travellers and 3,763 marine travellers for November 2015.
			<ul style="list-style-type: none"> • 4651 Walpole Island—November 2015—traveller counts were received manually from the POE following the G11 cut-off and refresh date. Walpole Island reported 4,434 highway travellers and 2,211 marine travellers for November 2015.



Region	Total WLOCs	Late/ Missing WLOC Data FY 2015- 2016	Comments
Southern Ontario Region (Cont.)	18	4	The POEs below did not successfully key in their G11 traveller counts in time for the CMRS refresh. As a result, traveller counts were obtained through the sources below.
Pacific Region	29	3	<ul style="list-style-type: none"> • 4271 Whirlpool Bridge Traveller (No Comm Ops)—November 2015—traveller counts have not been provided by the POE for November 2015.
			<ul style="list-style-type: none"> • 8118 Washington State Ferries—November 2015—traveller counts were received manually from the POE following the G11 cut-off and refresh date. Washington State Ferries reported 1,873 highway travellers and 1,042 marine travellers for November 2015.
			<ul style="list-style-type: none"> • 8114 Sidney—November 2015—traveller counts were received manually from the POE following the G11 cut-off and refresh date. Sidney reported 12,115 air travellers and 139 marine travellers for November 2015.
			<ul style="list-style-type: none"> • 8330 Midway—November 2015—traveller counts were received manually from the POE following the G11 cut-off and refresh date. Midway reported 734 highway travellers for November 2015.

Commercial:

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Data Sources:

CBSA Actuals: CMRS Corporate (CBSA General) Cube sourced from G11 data (Traveller and Commercial data) and Passages from Primary

Dates Pulled:

December 14, 2015 (Refresh Date: December 14, 2015)

**Contacts:**

- **Andrei Grushman** — Director, Data Analytics Division, Global Border Management and Data Analytics Directorate, Programs Branch
- **Bente Baklid** — Director, Corporate and Program Services Division, Border Operations Directorate, Operations Branch
- **Michael Junek** — A/Director, Program Performance and Reporting, Commercial Programs Directorate, Programs Branch
- **Meda-Cristina Horacsek** — Director, Program Performance and Reporting, Traveller Programs Directorate, Programs Branch
- **Mike Leahy** — Director, eManifest Business Intelligence and Risk Assessment, Major Projects Directorate, Information Science and Technology Branch

Report Produced by: The CBSA Performance Reporting Unit, CBSA-ASFC_PRU-URR

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CBSA Trends Report

December 2015

FINAL

February 2015

Data Analytics Division
Global Border Management and Data Analytics
Directorate
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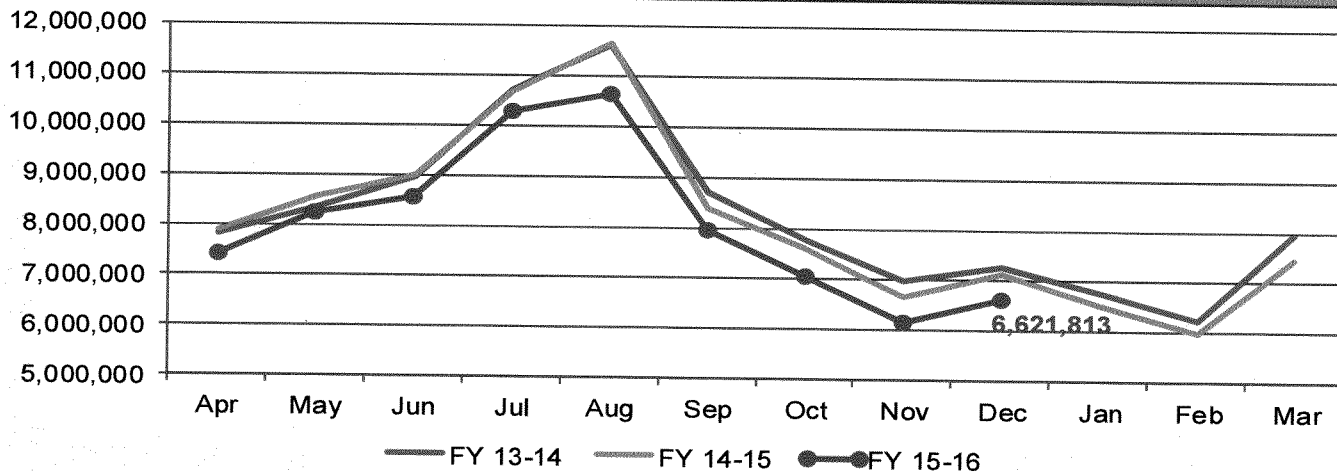
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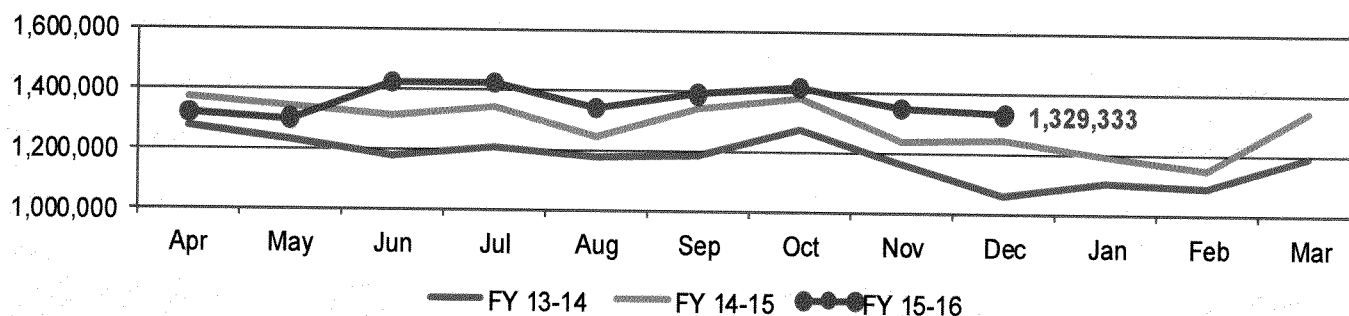
Highlights

Travellers



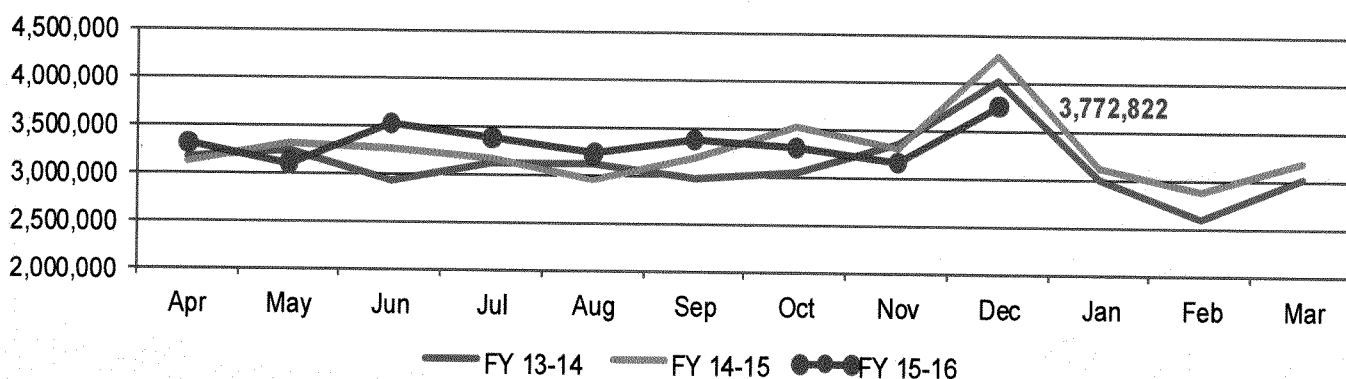
There were 6,621,813 travellers processed in December 2015. This was a **6.96% (or 495,705) decrease** when compared to volumes from December 2014. Highway travellers decreased by 11.39% (or 548,192), while air travellers increased by 2.28% (or 51,310) compared to December 2014.

Commercial Releases



There were 1,329,333 commercial releases in December 2015. This was a **7.00% (or 89,914) increase** when compared to volumes from December 2014.

Courier

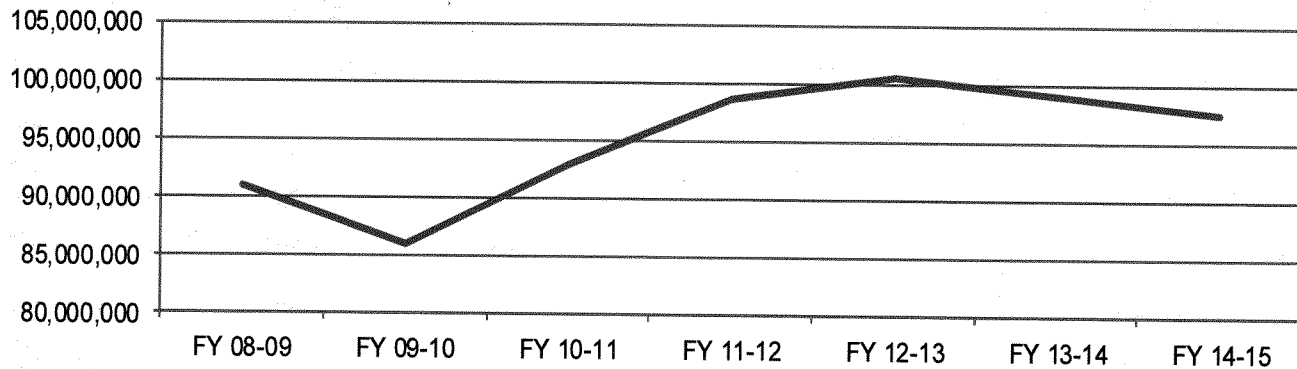


There were 3,772,822 courier shipments in December 2015. This was a **11.85% (or 507,240) decrease** when compared to December 2014.

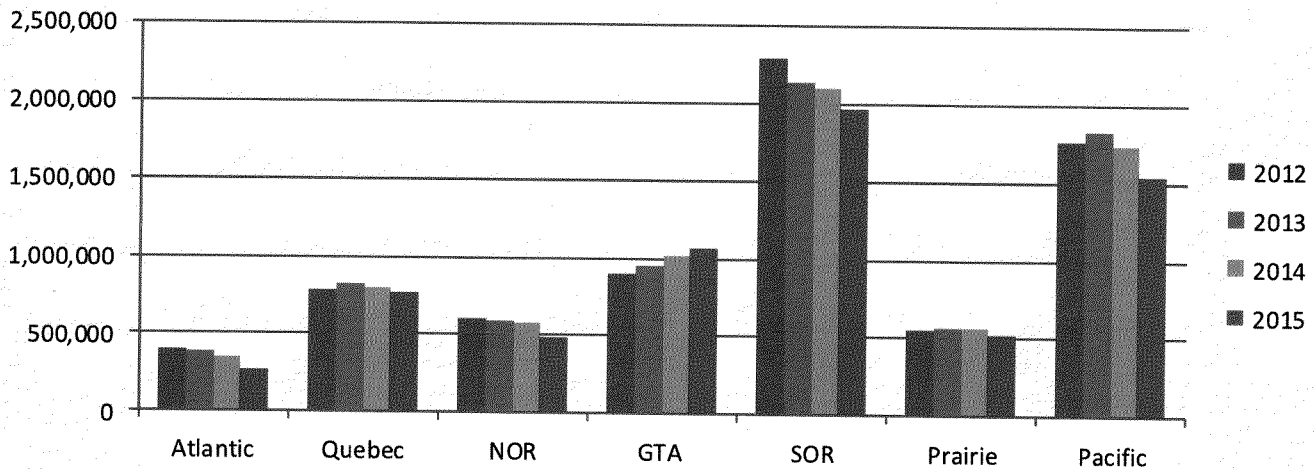


Travellers—All Modes

Annual Trend



Comparison by Region—Current Month



There were 6,621,813 travellers processed in December 2015. This was a **6.96% (or 495,705) decrease** when compared to traveller volumes from December 2014.

Almost all regions, with the exception of the Greater Toronto Area (GTA) have processed fewer travellers when compared to December 2014. The largest decrease in total traveller volumes occurred in the Pacific Region with 189,099 (or 10.91%) fewer travellers when compared to December 2014.

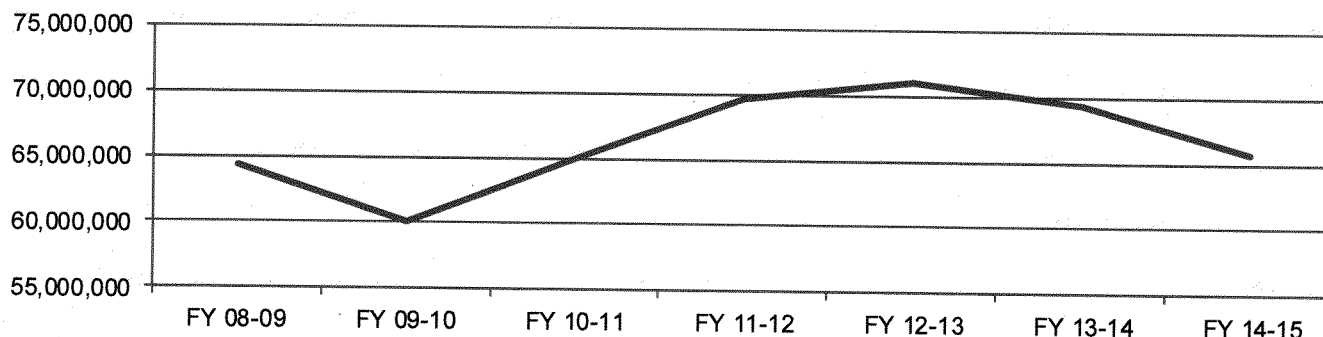
The Greater Toronto Area processed 50,814 (or 4.99%) more travellers when compared to December 2014.

Total Traveller Volumes				
Region	December 2014	December 2015	Difference	% Change
Atlantic	341,033	268,893	-72,140	-21.15%
Quebec	800,037	769,442	-30,595	-3.82%
NOR	571,917	486,495	-85,422	-14.94%
GTA	1,017,781	1,068,595	50,814	4.99%
SOR	2,091,327	1,964,234	-127,093	-6.08%
Prairie	562,248	520,078	-42,170	-7.50%
Pacific	1,733,175	1,544,076	-189,099	-10.91%
National	7,117,518	6,621,813	-495,705	-6.96%

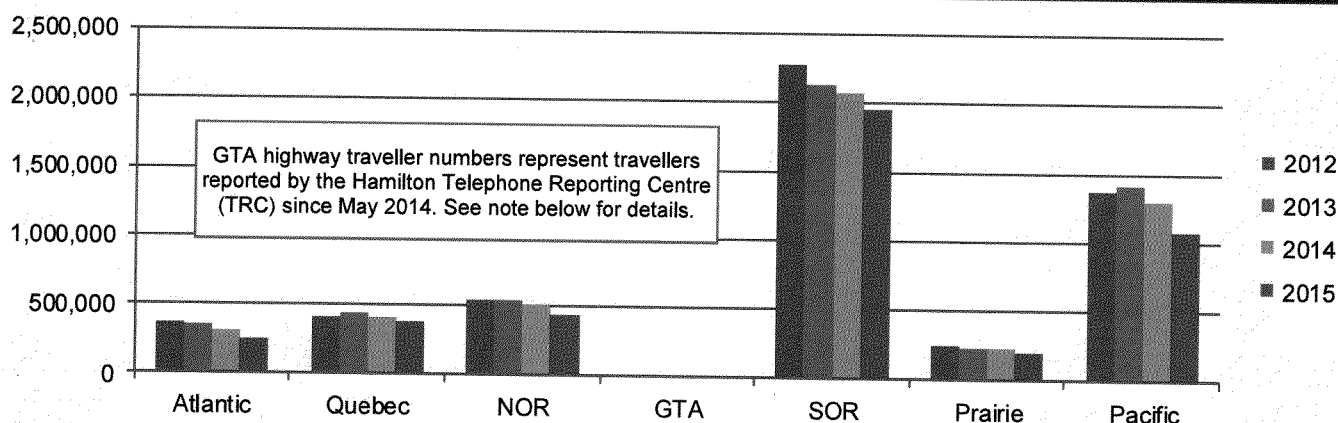


Highway Travellers

Annual Trend



Comparison By Region—Current Month



There were 4,265,291 highway travellers processed in December 2015. This was a **11.39% (or 548,192) decrease** when compared to volumes from December 2014.

All regions have processed fewer highway travellers when compared to December 2014. The largest decrease in highway travellers was found at Douglas with -17.68% (or 75,508) fewer travellers when compared to December 2014.

Detroit Windsor Tunnel processed the greatest increase in highway traveller volumes with 17.88% (or 51,577) more travellers when compared to December 2014.

Total Highway Traveller Volumes

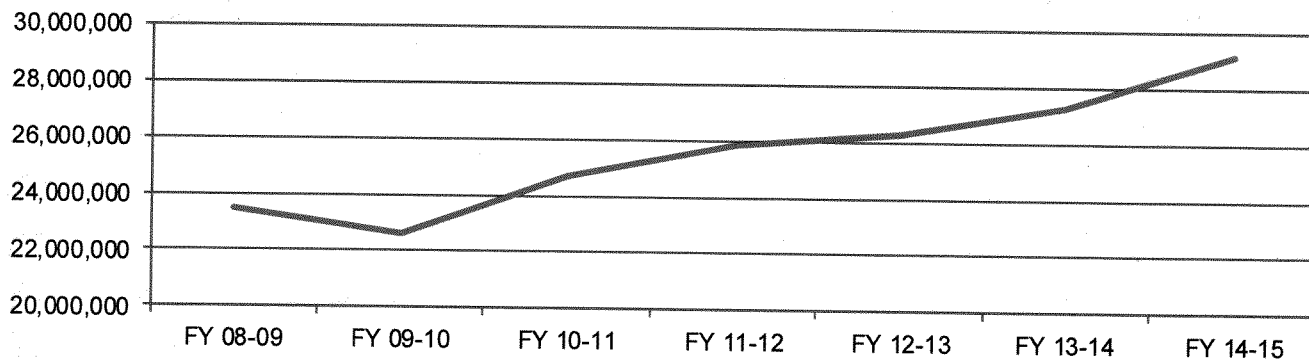
Region	December 2014	December 2015	Difference	% Change
Atlantic	306,552	237,154	-69,398	-22.64%
Quebec	407,217	376,493	-30,724	-7.54%
NOR	509,306	430,668	-78,638	-15.44%
GTA (TRC)*	1,251	843	-408	-32.61%
SOR	2,073,862	1,950,586	-123,276	-5.94%
Prairie	224,368	197,398	-26,970	-12.02%
Pacific	1,290,927	1,072,149	-218,778	-16.95%
National	4,813,483	4,265,291	-548,192	-11.39%

*GTA highway traveller numbers represent travellers processed by the Hamilton TRC. The majority of these travellers are from Northwest Angle, Minnesota, a small exclave of the United States where access by land is only available through Canada. It is an unstaffed border crossing so travellers coming in and out of the Angle must report to CBSA or U.S. CBP by telephone to make their declarations.

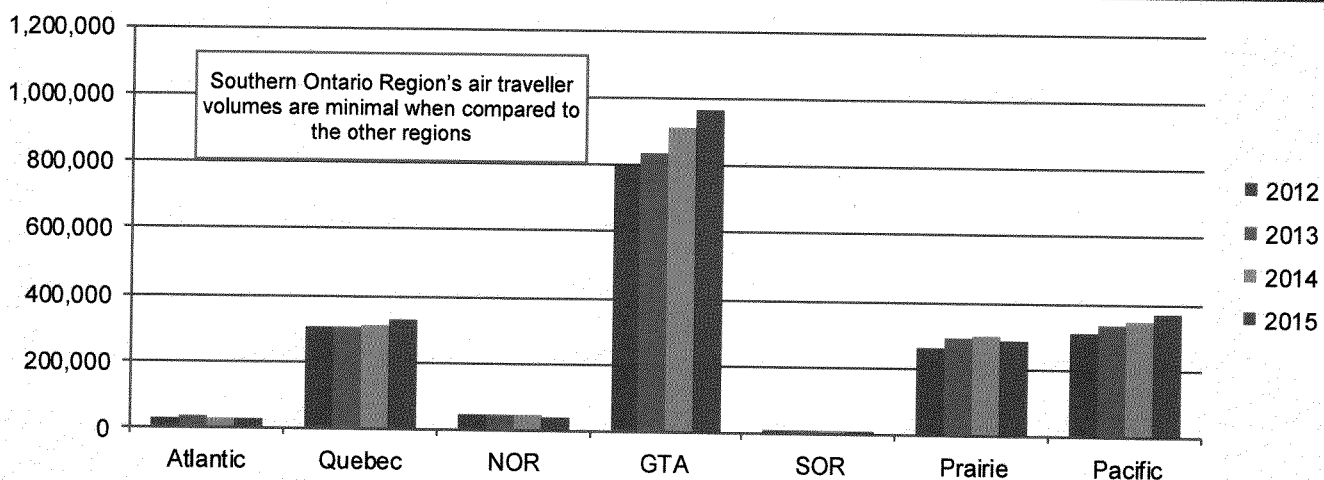


Air Travellers

Annual Trend



Comparison by Region—Current Month



There were 2,299,880 air travellers processed in December 2015. This was a **2.28% (or 51,310) increase** when compared to volumes from December 2014.

Pearson International Airport (Terminal I and III) experienced the largest increase in air traveller volumes as there were 5.55% (or 52,988) more travellers when compared to December 2014.

Ottawa International Airport experienced the largest decrease in air traveller volumes as there were 11.35% (or 6,536) fewer travellers when compared to December 2014.

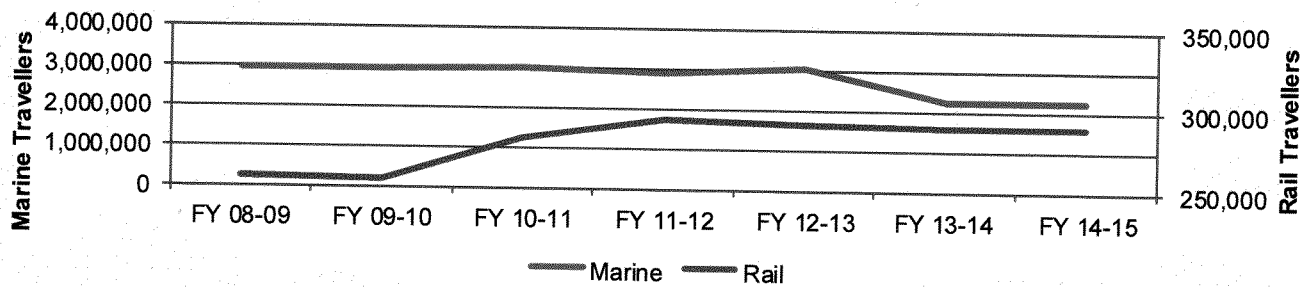
Total Air Traveller Volumes

Region	December 2014	December 2015	Difference	% Change
Atlantic	28,181	25,311	-2,870	-10.18%
Quebec	383,564	384,659	1,095	0.29%
NOR	58,204	51,936	-6,268	-10.77%
GTA	1,013,786	1,065,493	51,707	5.10%
SOR	7,409	4,810	-2,599	-35.08%
Prairie	337,063	321,323	-15,740	-4.67%
Pacific	420,363	446,348	25,985	6.18%
National	2,248,570	2,299,880	51,310	2.28%



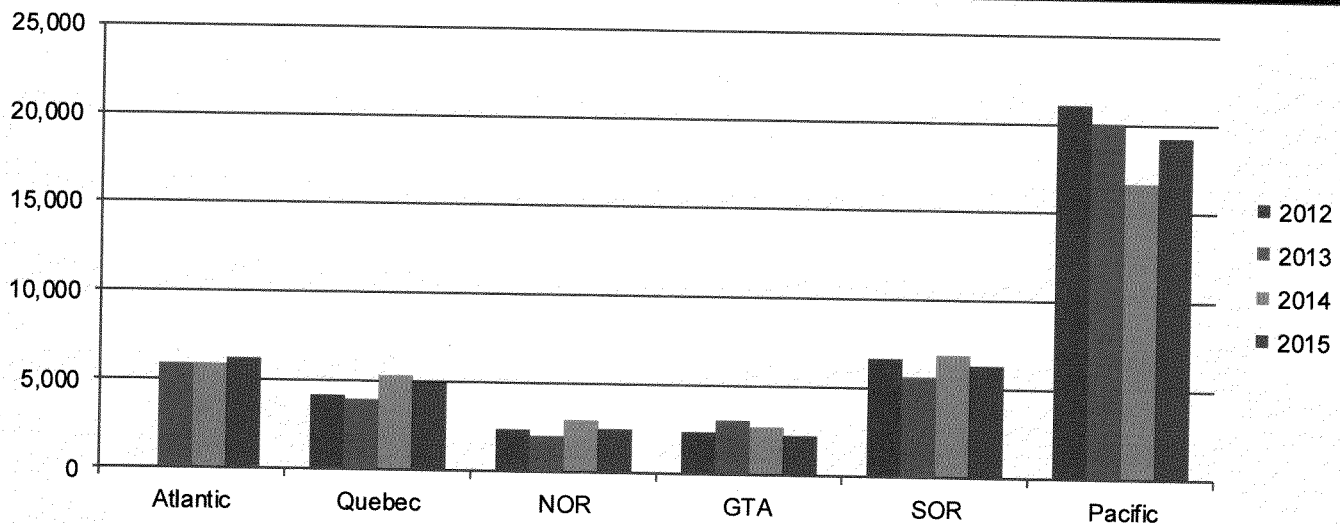
Marine and Rail Travellers

Annual Trend



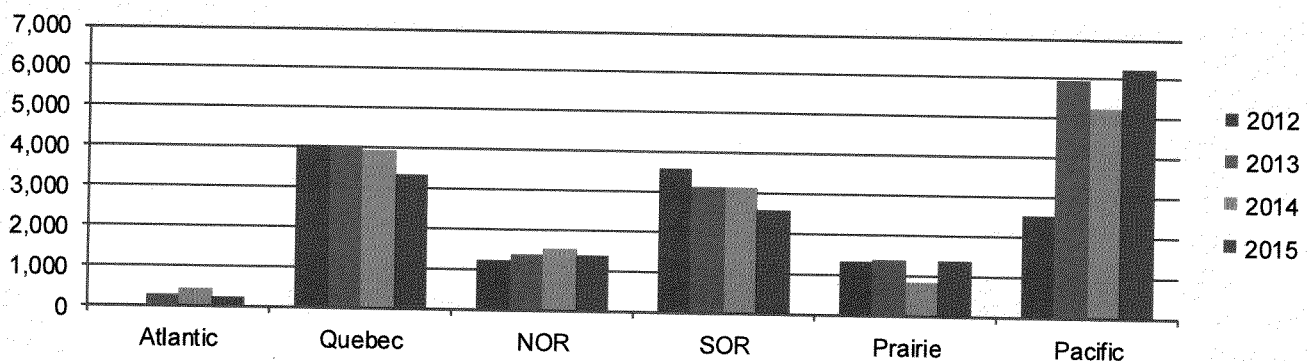
The decline in marine travellers in FY 13-14 is the result of a change in marine traveller counting methods (based on the implementation of First Point of Arrival Initiative in March 2013).

Marine Traveller Comparison by Region—Current Month



There were 41,479 marine travellers processed in December 2015, representing a **2.65% (or 1,070) increase** when compared to volumes from December 2014.

Rail Traveller Comparison by Region—Current Month

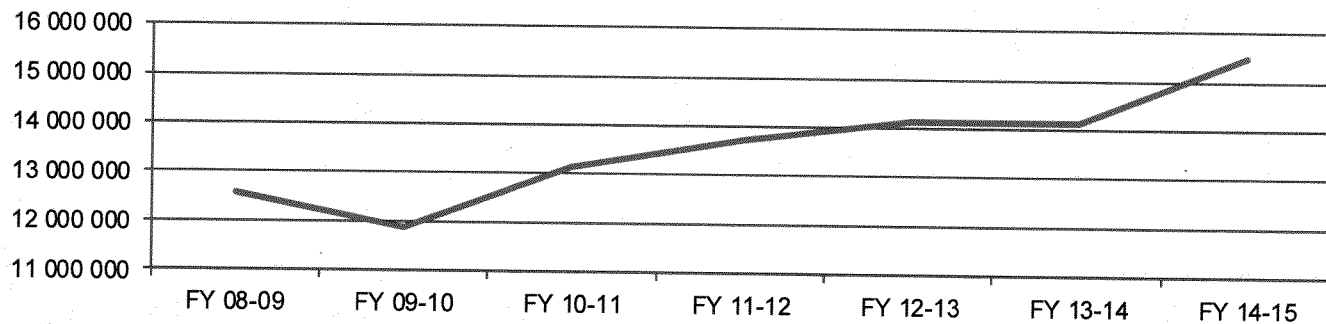


There were 15,163 rail travellers processed in December 2015. This was a **0.71% (or 107) increase** when compared to volumes from December 2014.

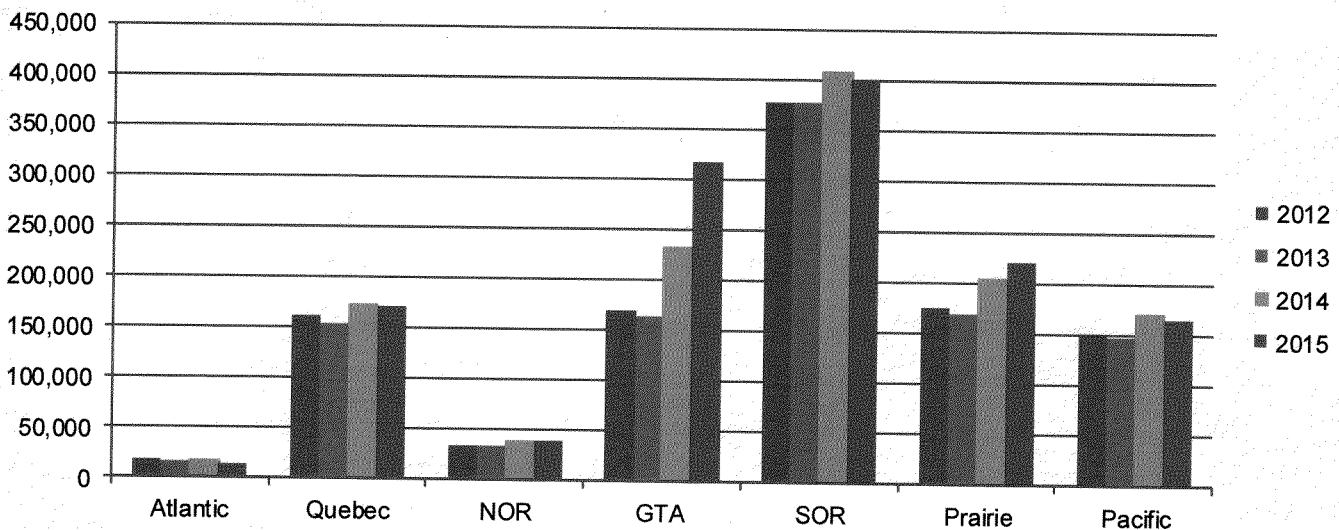


Commercial Releases—Total

Annual Trend



Total Releases Comparison by Region—Current Month



There were 1,329,333 commercial releases in December 2015. This was a **7.00% (or 86,914) increase** when compared to December 2014.

The Greater Toronto Area Region experienced the greatest increase in commercial releases with 36.58% (or 84,932) more releases than December 2014.

The Pacific Region experienced the greatest decrease in commercial releases with 2.62% (or 4,466) fewer releases than December 2014.

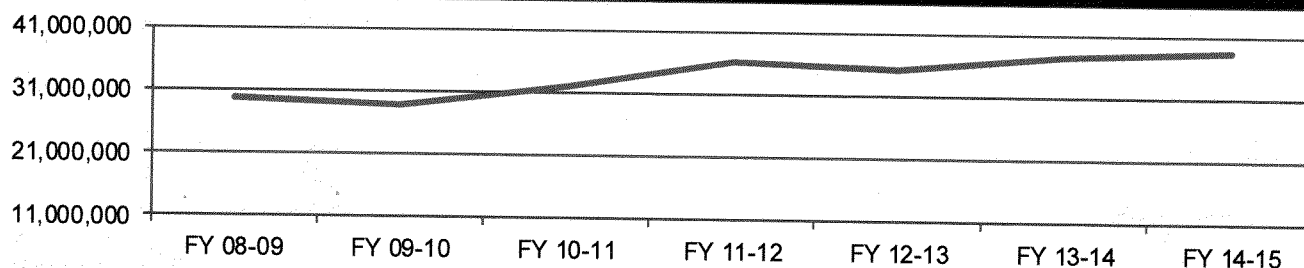
Total Commercial Releases

Region	December 2014	December 2015	Difference	% Change
Atlantic	15,995	14,109	-1,886	-11.79%
Quebec	173,174	170,568	-2,606	-1.50%
NOR	39,134	38,453	-681	-1.74%
GTA	232,152	317,084	84,932	36.58%
SOR	407,677	401,444	-6,233	-1.53%
Prairie	203,799	221,653	17,854	8.76%
Pacific	170,488	166,022	-4,466	-2.62%
National	1,242,419	1,329,333	86,914	7.00%

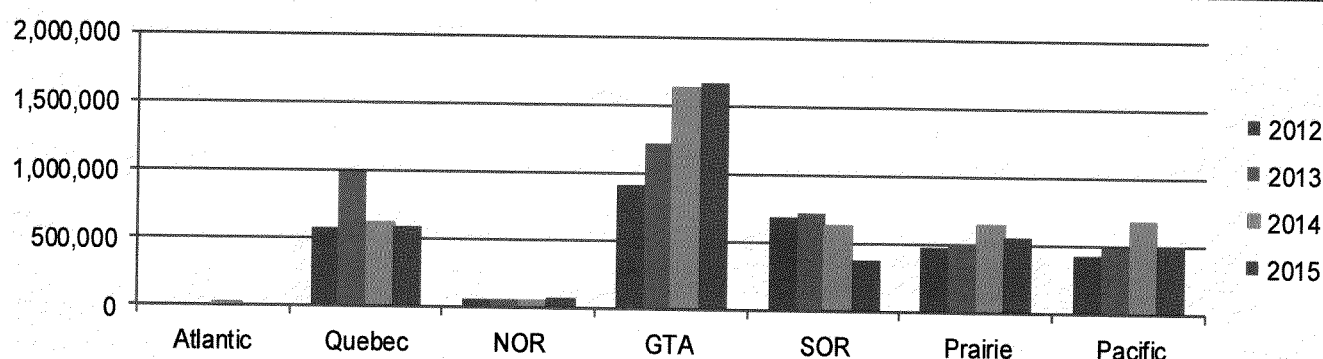


Courier Shipments — Total

Annual Trend



Total Courier By Region—Current Month



There were 3,772,822 courier shipments in December 2015. This was a **11.85% (or 507,240) decrease** when compared to December 2014.

The greatest decrease in courier shipments was found in the Southern Ontario Region with 258,671 (or 40.39%) fewer shipments than in December 2014. The greatest increase in courier shipments could be found in the Greater Toronto Area Region (GTA), with 2.44% (or 39,820) more shipments than in December 2014.

When separated by type, the largest decrease in category 1 shipments (valued from \$0-\$20) was found in the Pacific region with 51.53% (or 152,706) fewer shipments than in December 2014. The largest decrease in category 2 shipments (valued \$20-\$2500) was found in the Southern Ontario Region with 36.56% (or 192,648) fewer shipments than in December 2014.

No regions experienced an increase in category 1 shipments in December 2015 compared to December 2014. The GTA region experienced the greatest increase in category 2 shipments with 7.99% (or 82,790) more shipments than in December 2014.

Total Courier Shipments

Region	December 2014	December 2015	Difference	% Change
Atlantic	168	131	-37	-22.02%
Quebec	614,492	589,050	-25,442	-4.14%
NOR	61,845	63,289	1,444	2.33%
GTA	1,630,618	1,670,438	39,820	2.44%
SOR*	640,372	381,701	-258,671	-40.39%
Prairie	644,233	560,245	-83,988	-13.04%
Pacific	688,334	507,968	-180,366	-26.20%
National	4,280,062	3,772,822	-507,240	-11.85%



Spotlight: Commercial Rail Examinations

Annual Trend (FYTD)

Commercial Rail Examinations—Current Month

There were 34,586 commercial rail releases in December 2015. The highest volume of releases was processed by the Canadian National Railway Company with 21,483. The lowest volume of releases was processed by the Kettle Falls International Railway LLC with 15 releases in December 2015.

Rail Examinations Comparison		December 2015			2015-16 FYTD		
Rail carrier	Volumes	Exams	Exam Rate	Volumes	Exams	Exam Rate	
Central Maine & Quebec Railway Canada Inc.	27			477			
BNSF Railway Company	1,053			39,738			
Canadian National Railway Company	21,483			287,731			
Canadian Pacific Railway Company	10,795			127,435			
CSX Transportation, Inc.	436			6,602			
New Brunswick Southern Railway Company Limited	574			6,828			
Southern Railway of British Columbia Limited	142			1,287			
Chemin de Fer Saint-Laurent et Atlantique (Quebec) Inc.	61			686			
Kettle Falls International Railway, LLC	15			611			
TOTAL	34,586			482,650			



Annex A: Data Control Sheet

Definitions:

Travellers: Includes all persons who have been processed with or without the assistance of CBSA automated systems.

Commercial releases: Section 31 of the Customs Act specifies that no goods shall be removed from customs control until released. The importer or customs broker requests release. The release information is used to determine the admissibility of the goods into Canada. There are several release options: PARS (Pre-Arrival Review System), RMD (Release on Minimum Documentation), B3 (Canada Customs Coding Form), Aerospace, CSA (Customs Self Assessment) and Automotive service options. Consolidated Management Reporting System (CMRS) contains all carrier information but contains only the Top 1000 Importers so this will also play into discrepancies.

Caveats and Data Notes:

General:

Discrepancies in scale may cause some traveller and commercial volumes to look like zero. For example, Southern Ontario appears to have no air travellers, and GTA with highway travellers. In this case 80,000 travellers in Southern Ontario do not show when compared to 12 million travellers in the GTA.

Change in Methodology

Page 2: Moving forward, the CBSA Trends Report will pull all traveller volumes from the Traveller Operations Cube in CMRS while work is underway to improve the data quality of the Passages from Primary cube in CMRS.

Travellers:

Pages 5 & 6: **GTA** regularly reports air and marine travellers. Highway travellers will only be captured through the Hamilton Telephone Reporting Centre.

Upon the initial review of the data from the G11 the following figures have been updated.

Region	Total WLOCs	# of Late/ Missing WLOC Data	Comments The POEs below did not successfully key in their G11 traveller counts in time for the CMRS refresh. As a result, traveller counts were obtained through the sources below.
Atlantic Region	35	4	<ul style="list-style-type: none"> • 7593 Halifax International Airport—December 2015—traveller counts were received manually from the POE following the G11 cut-off and refresh date. The Halifax International Airport reported 14,745 air travellers for December 2015.
			<ul style="list-style-type: none"> • 9111 Corner Brook—December 2015—traveller counts were received manually from the POE following the G11 cut-off and refresh date. Corner Brook reported 159 marine travellers and 8 air travellers for December 2015.
			<ul style="list-style-type: none"> • 2100 St. John—December 2015—traveller counts were received manually from the POE following the G11 cut-off and refresh date. St. John reported 1,312 marine travellers and 4 air travellers for December 2015.
			<ul style="list-style-type: none"> • 2114 St. Stephen 3rd Bridge Traffic—December 2015—traveller counts were received manually from the POE following the G11 cut-off and refresh date. St. Stephen 3rd Bridge reported 10,983 highway travellers for December 2015.
Quebec Region	51	1	<ul style="list-style-type: none"> • 3170 Sorel—December 2015—traveller counts were received manually from the POE following the G11 cut-off and refresh date. Sorel reported 402 marine travellers for December 2015.
Northern Ontario Region	21	3	<ul style="list-style-type: none"> • 4490 Trenton—December 2015—traveller counts were received manually from the POE following the G11 cut-off and refresh date. Trenton reported 327 air travellers for December 2015.
			<ul style="list-style-type: none"> • 4313 Customs Air Cargo—December 2015—courier volumes were received manually from the POE following the G11 cut-off and refresh date. There were 22,369 category 1 shipments and 40,910 category 2 shipments.



Region	Total WLOCs	Late/ Missing WLOC Data FY 2015- 2016	Comments
			The POEs below did not successfully key in their G11 traveller counts in time for the CMRS refresh. As a result, traveller counts were obtained through the sources below.
Southern Ontario Region	18	3	<ul style="list-style-type: none"> • 4531 Ambassador Bridge Travellers—December 2015—traveller counts were received manually from the POE following the G11 cut-off and refresh date. Ambassador Bridge Travellers reported 332,216 highway travellers for December 2015.
			<ul style="list-style-type: none"> • 4650 Sombra—December 2015—traveller counts were received manually from the POE following the G11 cut-off and refresh date. Sombra reported 3,982 marine travellers and 6,884 highway travellers for December 2015.
			<ul style="list-style-type: none"> • 4651 Walpole Island—December 2015—traveller counts were received manually from the POE following the G11 cut-off and refresh date. Walpole Island reported 2,266 marine travellers and 3,723 highway travellers for December 2015.
Prairie Region	47	1	<ul style="list-style-type: none"> • 5022 Emerson Commercial—December 2015—courier volumes were received manually from the POE following the G11 cut-off and refresh date. There were 6,727 category 1 shipments and 24,570 category 2 shipments.
Pacific Region	29	3	<ul style="list-style-type: none"> • 8090 Vancouver Amtrak—December 2015—traveller counts were received manually from the POE following the G11 cut-off and refresh date. Vancouver Amtrak reported 5,347 rail travellers for December 2015.
			<ul style="list-style-type: none"> • 8093 Marine Operations—December 2015—traveller counts were received manually from the POE following the G11 cut-off and refresh date. Marine Operations reported 2,507 marine travellers for December 2015.
			<ul style="list-style-type: none"> • 8132 Traffic Ops West—December 2015—traveller counts were received manually from the POE following the G11 cut-off and refresh date. Traffic Ops West reported 254,372 highway travellers for December 2015.
			<ul style="list-style-type: none"> • 8133 Douglas—December 2015—traveller counts were received manually from the POE following the G11 cut-off and refresh date. Douglas reported 351,486 highway travellers for December 2015.

Commercial:

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Page 7: As of January 2014, a major company switched from consolidated release requests to single release requests for individual shipments, causing a large increase in commercial releases compared to previous years. These changes only affect the commercial releases stream and do not have any impact on courier shipment totals.

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**Courier:**

Page 8: In January 2013, the maximum value for category 2 courier shipments increased from \$1600 to \$2500. Recent increases in courier volumes can be partially explained by this change.

Page 8: The methodology for counting courier releases has changed as of October 2015. Courier volumes will now incorporate Category 1, Category 2 and OIC PC 1985-2954/5 releases when calculating total courier volumes. Previously, the Trends Report only counted Category 1 and Category 2 releases.

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Report Produced by: The CBSA Performance Reporting Unit, CBSA-ASFC_PRU-URR

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David Swift (David.Swift@cbsa-asfc.gc.ca) with a cc: to Mary Werre (Mary.Werre@cbsa-asfc.gc.ca)



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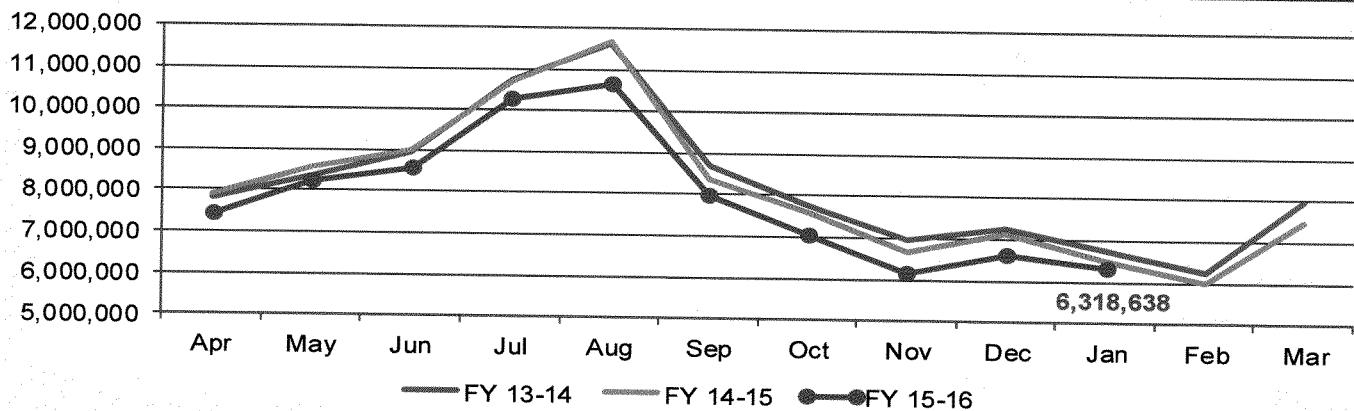
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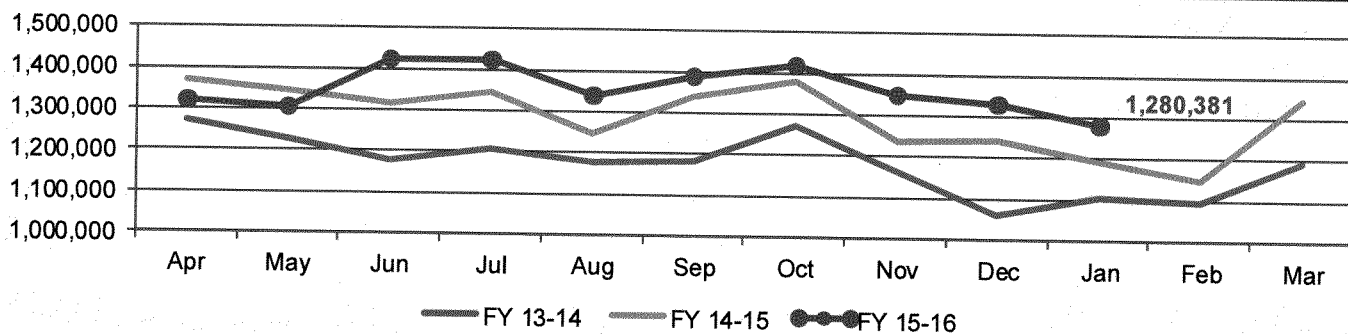
Highlights

Travellers



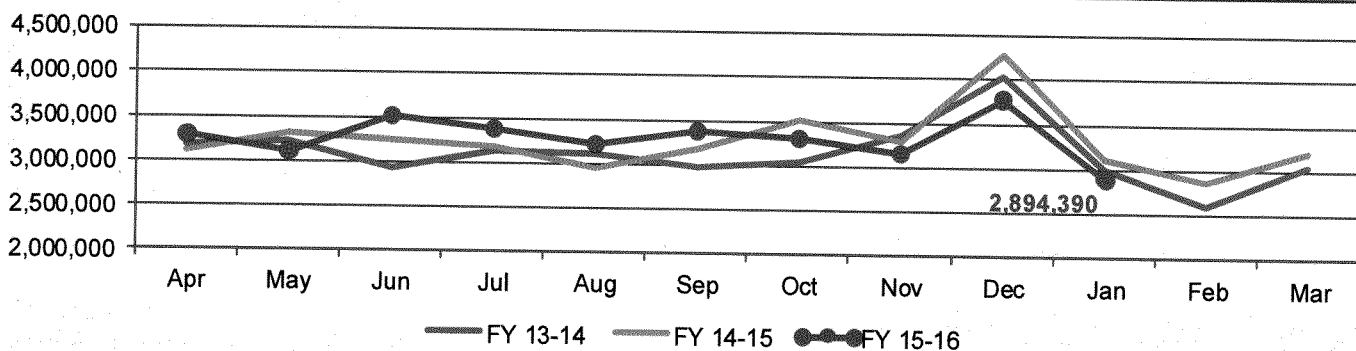
There were 6,318,638 travellers processed in January 2016. This was a **2.84% (or 184,367) decrease** when compared to volumes from January 2015. Highway travellers decreased by 6.37% (or 250,238), while air travellers increased by 2.63% (or 66,756) compared to January 2015.

Commercial Releases



There were 1,280,381 commercial releases in January 2016. This was a **7.49% (or 89,211) increase** when compared to volumes from January 2015.

Courier

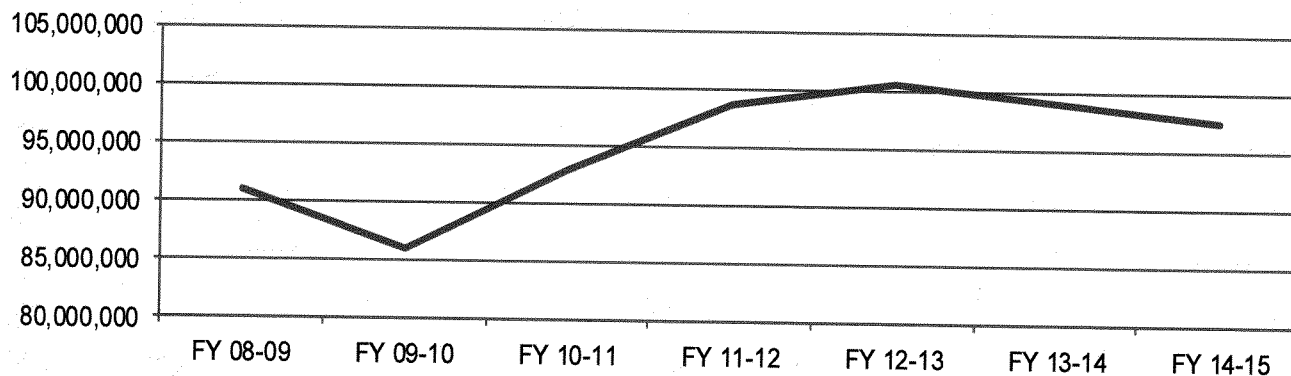


There were 2,894,390 courier shipments in January 2016. This was a **6.84% (or 212,673) decrease** when compared to January 2015.

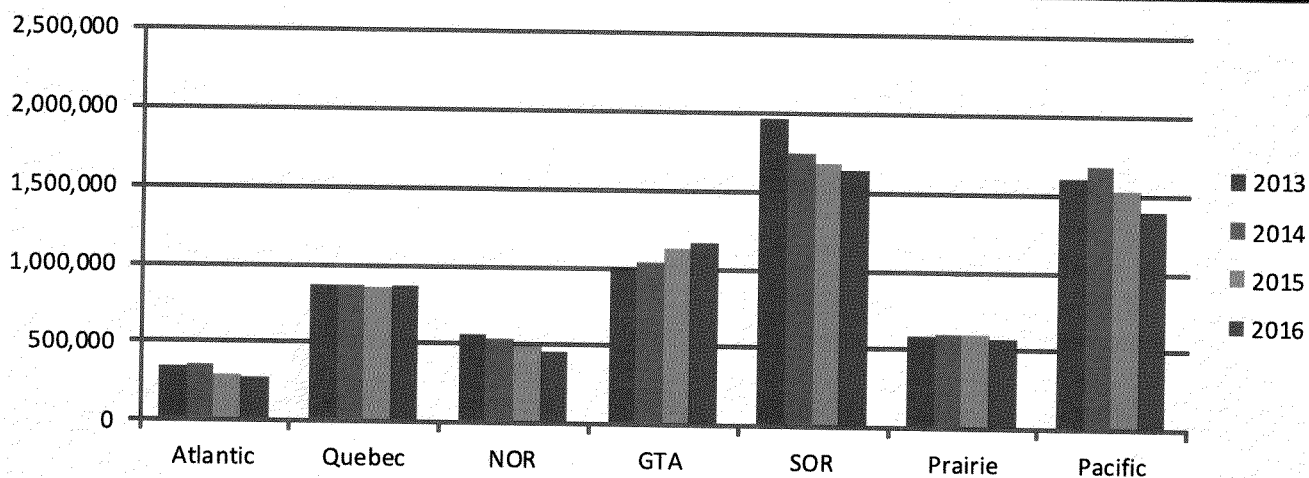


Travellers—All Modes

Annual Trend



Comparison by Region—Current Month



There were 6,318,638 travellers processed in January 2016. This was a **2.84% (or 184,367) decrease** when compared to traveller volumes from January 2015.

Almost all regions, with the exception of the Greater Toronto Area (GTA) and the Quebec Region have processed fewer travellers when compared to January 2015. The largest decrease in total traveller volumes occurred in the Pacific Region with 128,826 (or 8.51%) fewer travellers when compared to January 2015.

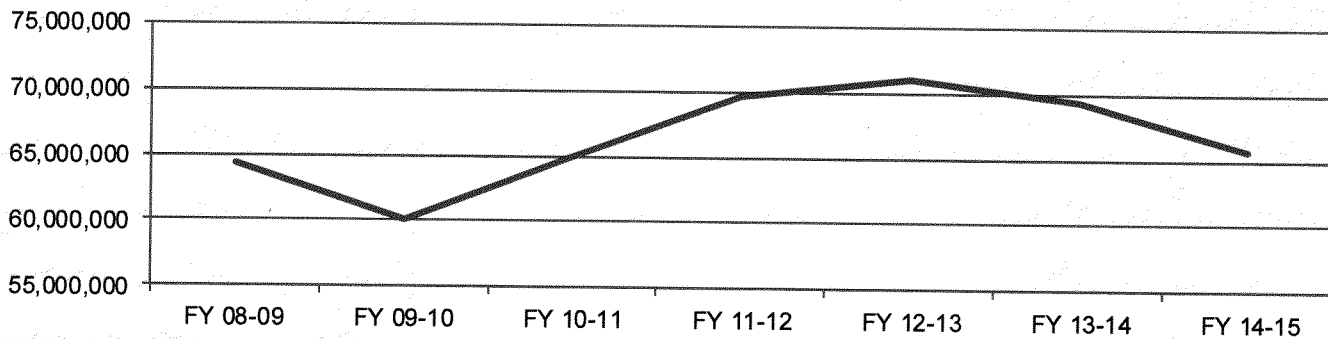
The Greater Toronto Area processed 50,184 (or 4.51%) more travellers when compared to January 2015.

Total Traveller Volumes				
Region	January 2015	January 2016	Difference	% Change
Atlantic	273,632	260,855	-12,777	-4.67%
Quebec	848,010	856,015	8,005	0.94%
NOR	488,010	448,330	-39,680	-8.13%
GTA	1,112,550	1,162,734	50,184	4.51%
SOR	1,671,909	1,639,371	-32,538	-1.95%
Prairie	595,702	566,967	-28,735	-4.82%
Pacific	1,513,192	1,384,366	-128,826	-8.51%
National	6,503,005	6,318,638	-184,367	-2.84%

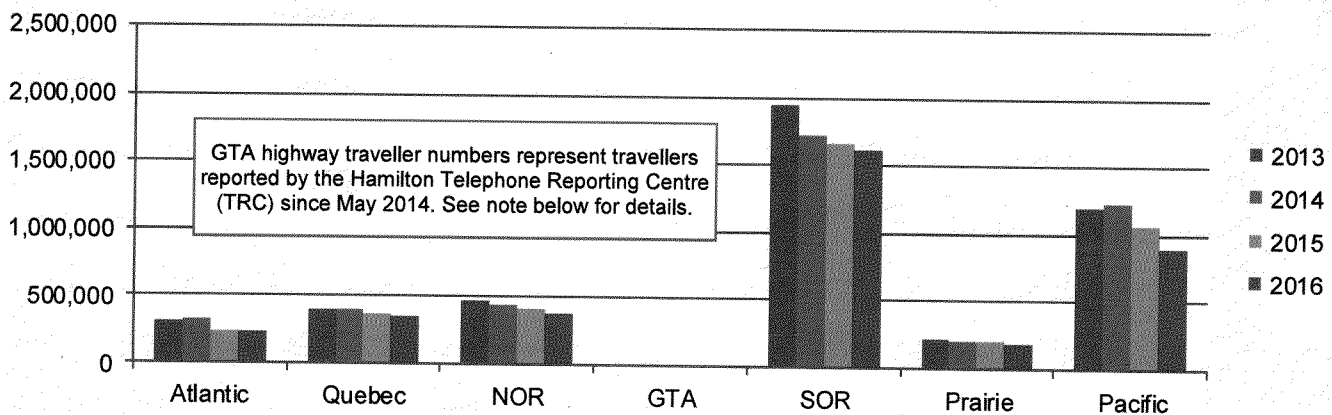


Highway Travellers

Annual Trend



Comparison By Region—Current Month



There were 3,679,582 highway travellers processed in January 2016. This was a **6.37% (or 250,238) decrease** when compared to volumes from January 2015.

All regions, with the exception of the Greater Toronto Area Region, have processed fewer highway travellers when compared to January 2015. The largest decrease in highway travellers was found at Douglas with 16.52% (or 58,912) fewer travellers when compared to January 2015.

Detroit Windsor Tunnel processed the greatest increase in highway traveller volumes with 17.00% (or 40,678) more travellers when compared to January 2015.

Total Highway Traveller Volumes

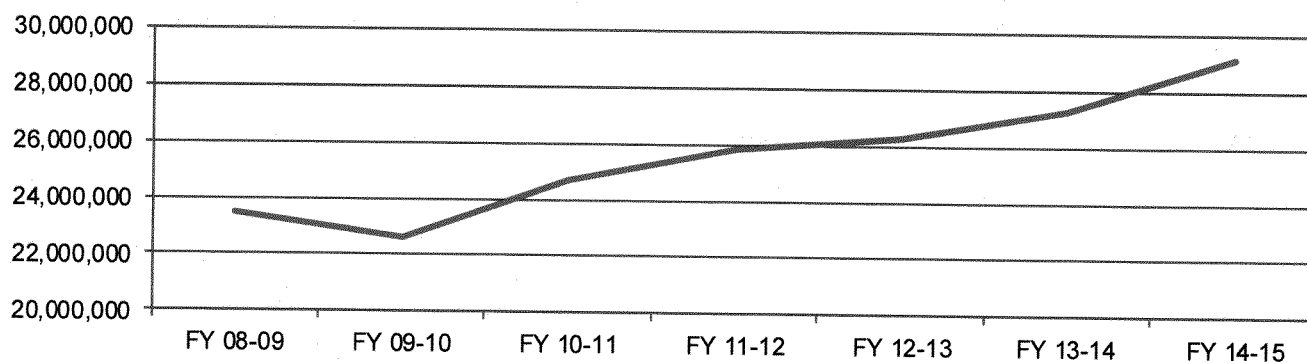
Region	January 2015	January 2016	Difference	% Change
Atlantic	235,478	231,748	-3,730	-1.58%
Quebec	367,797	349,593	-18,204	-4.95%
NOR	407,738	379,833	-27,905	-6.84%
GTA (TRC)*	2,492	3,045	553	22.19%
SOR	1,657,853	1,623,204	-34,649	-2.09%
Prairie	199,641	193,529	-6,112	-3.06%
Pacific	1,058,821	898,630	-160,191	-15.13%
National	3,929,820	3,679,582	-250,238	-6.37%

*GTA highway traveller numbers represent travellers processed by the Hamilton TRC. The majority of these travellers are from Northwest Angle, Minnesota, a small exclave of the United States where access by land is only available through Canada. It is an unstaffed border crossing so travellers coming in and out of the Angle must report to CBSA or U.S. CBP by telephone to make their declarations.

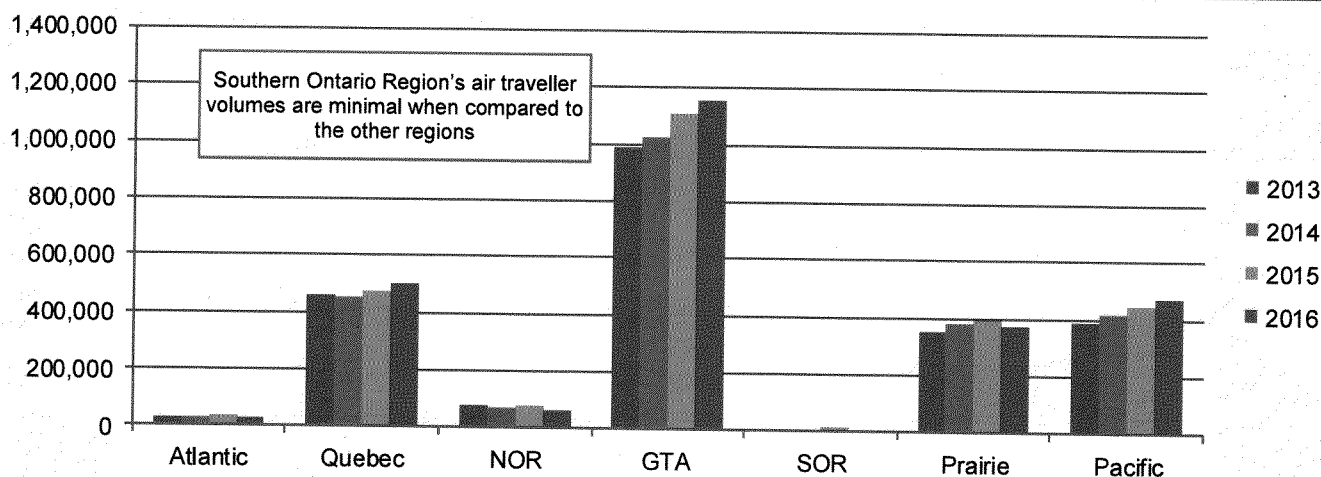


Air Travellers

Annual Trend



Comparison by Region—Current Month



There were 2,600,730 air travellers processed in January 2016. This was a **2.63% (or 66,756) increase** when compared to volumes from January 2015.

Pearson International Airport (Terminal I and III) experienced the largest increase in air traveller volumes as there were 4.45% (or 47,094) more travellers when compared to January 2015.

Edmonton Traffic experienced the largest decrease in air traveller volumes as there were 12.67% (or 11,969) fewer travellers when compared to January 2015.

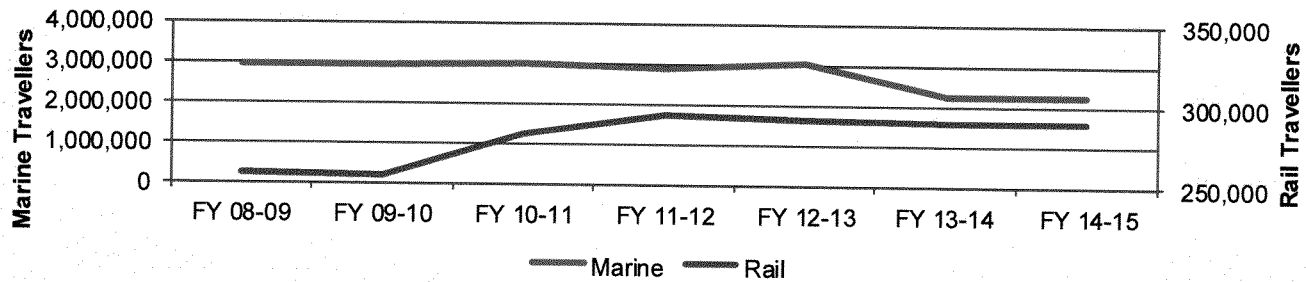
Total Air Traveller Volumes

Region	January 2015	January 2016	Difference	% Change
Atlantic	31,365	23,736	-7,629	-24.32%
Quebec	473,282	499,933	26,651	5.63%
NOR	75,144	63,689	-11,455	-15.24%
GTA	1,108,833	1,158,856	50,023	4.51%
SOR	9,899	8,854	-1,045	-10.56%
Prairie	394,419	372,117	-22,302	-5.65%
Pacific	441,032	473,545	32,513	7.37%
National	2,533,974	2,600,730	66,756	2.63%



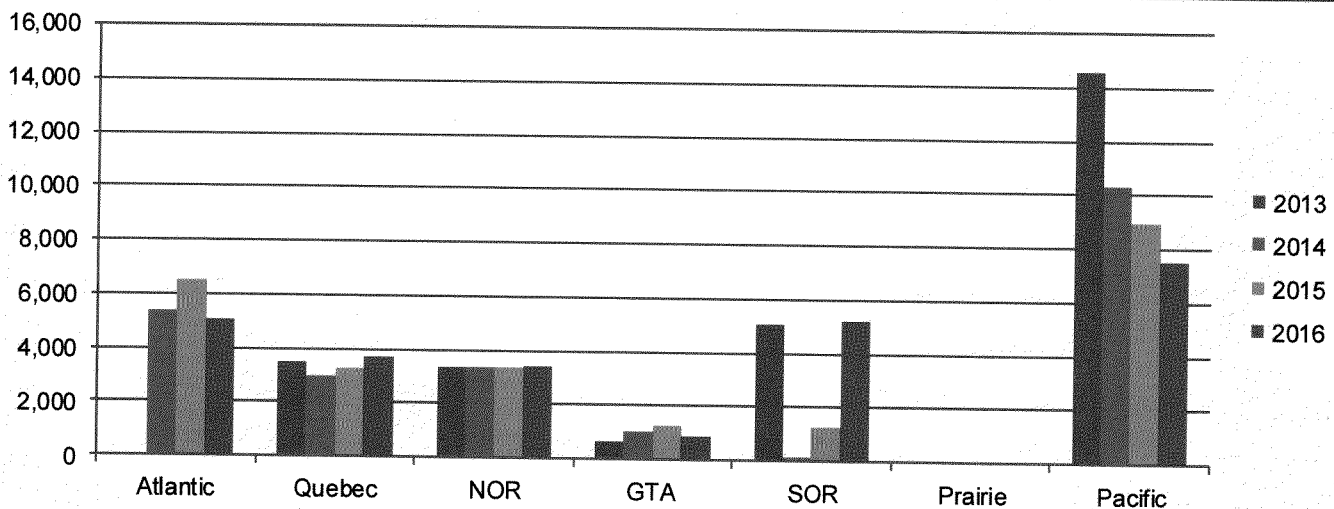
Marine and Rail Travellers

Annual Trend



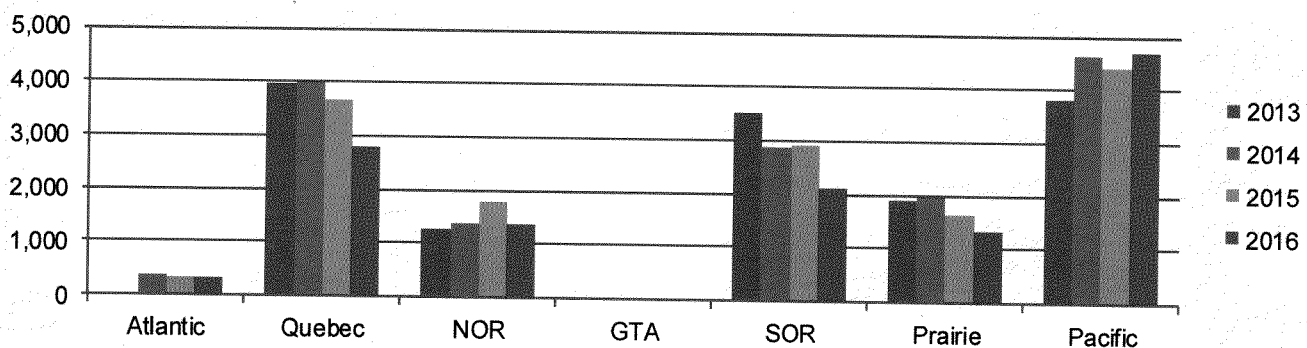
The decline in marine travellers in FY 13-14 is the result of a change in marine traveller counting methods (based on the implementation of First Point of Arrival Initiative in March 2013).

Marine Traveller Comparison by Region—Current Month



There were 25,738 marine travellers processed in January 2016, representing a **4.88% (or 1,197) increase** when compared to volumes from January 2015.

Rail Traveller Comparison by Region—Current Month

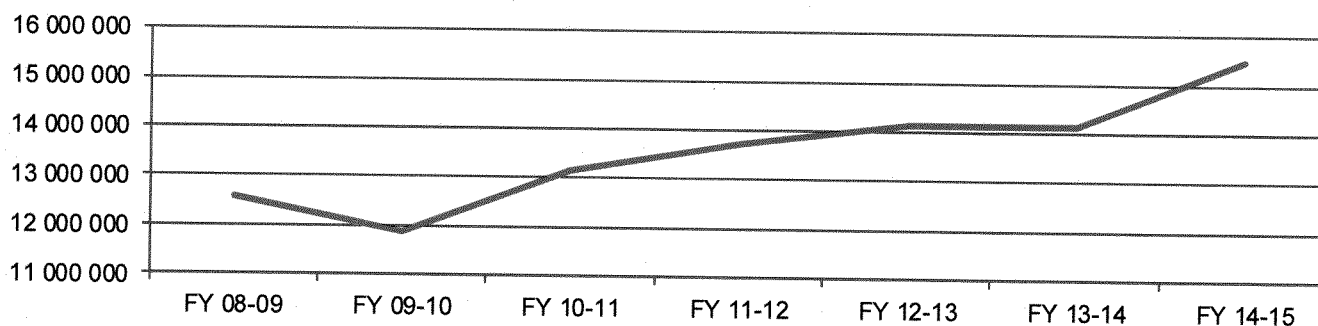


There were 12,588 rail travellers processed in January 2016. This was a **14.19% (or 2,082) decrease** when compared to volumes from January 2015.

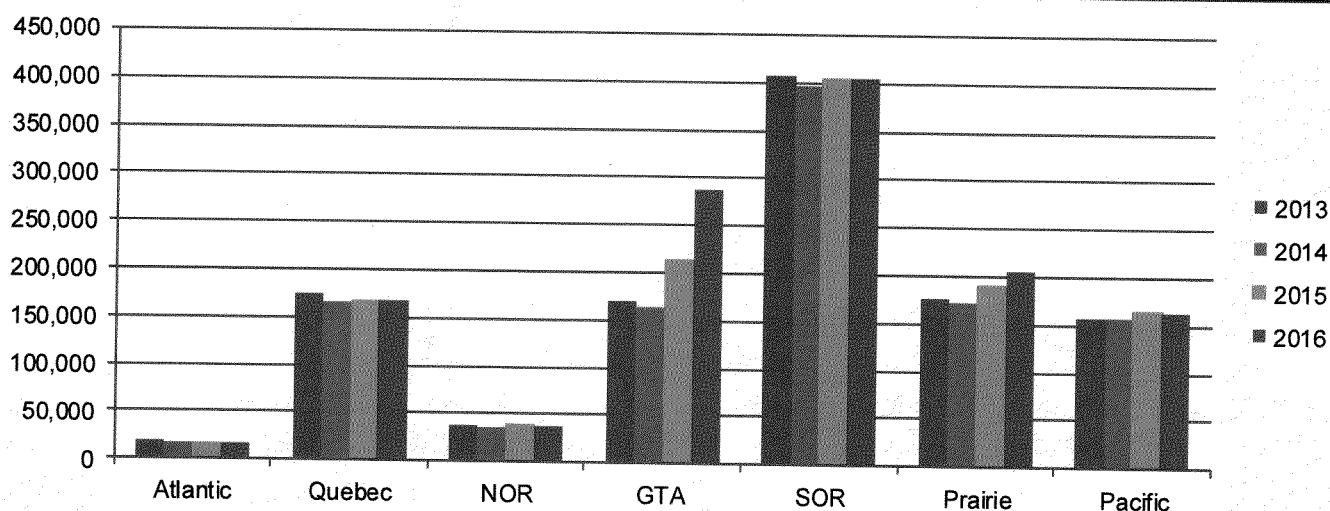


Commercial Releases—Total

Annual Trend



Total Releases Comparison by Region—Current Month



There were 1,280,381 commercial releases in January 2016. This was a **7.49% (or 86,211) increase** when compared to January 2015.

The Greater Toronto Area Region experienced the greatest increase in commercial releases with 34.26% (or 73,180) more releases than January 2015.

The Pacific Region experienced the greatest decrease in commercial releases with 0.88% (or 1,438) fewer releases than January 2015.

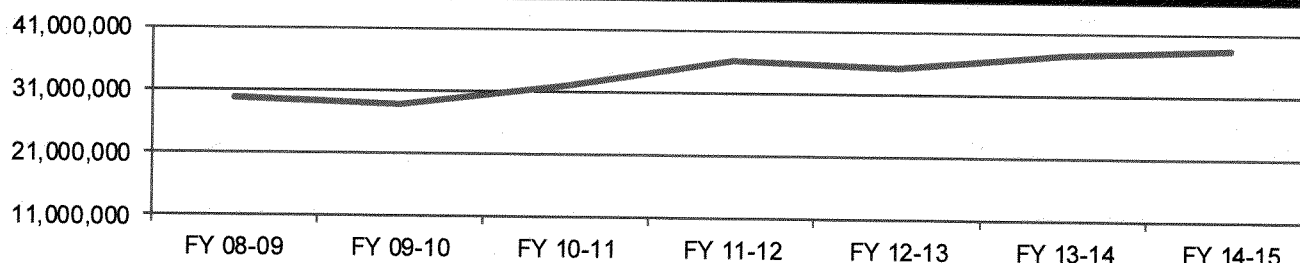
Total Commercial Releases

Region	January 2015	January 2016	Difference	% Change
Atlantic	15,255	14,963	-292	-1.91%
Quebec	166,102	167,930	1,828	1.10%
NOR	37,834	37,865	31	0.08%
GTA	213,595	286,775	73,180	34.26%
SOR	404,366	404,527	161	0.04%
Prairie	189,792	205,533	15,741	8.29%
Pacific	164,226	162,788	-1,438	-0.88%
National	1,191,170	1,280,381	89,211	7.49%

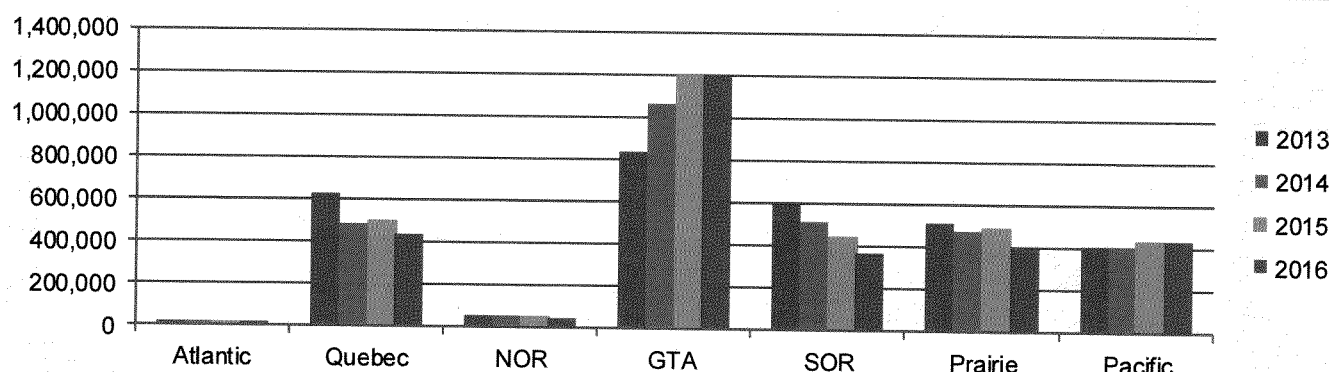


Courier Shipments — Total

Annual Trend



Total Courier By Region—Current Month



There were 2,894,390 courier shipments in January 2016. This was a **6.84% (or 212,673) decrease** when compared to January 2015.

The greatest decrease in courier shipments was found in the Prairie with 77,066 (or 15.84%) fewer shipments than in January 2015. The greatest increase in courier shipments could be found in the Pacific Region, with 0.26% (or 1,129) more shipments than in January 2015.

When separated by type, the largest decrease in category 1 shipments (valued from \$0-\$20) was found in the Quebec region with 20.31% (or 32,968) fewer shipments than in January 2015. The largest decrease in category 2 shipments (valued \$20-\$2500) was found in the Prairie Region with 15.22% (or 52,883) fewer shipments than in December 2014.

No regions experienced an increase in category 1 shipments in January 2016 compared to January 2015. The Pacific region experienced the greatest increase in category 2 shipments with 8.13% (or 24,613) more shipments than in January 2015.

Total Courier Shipments

Region	January 2015	January 2016	Difference	% Change
Atlantic	111	137	26	0.00%
Quebec	498,191	433,812	-64,379	-12.92%
NOR	48,437	45,851	-2,586	-5.34%
GTA	1,201,206	1,201,657	451	0.04%
SOR	440,242	369,994	-70,248	-15.96%
Prairie	486,678	409,612	-77,066	-15.84%
Pacific	432,198	433,327	1,129	0.26%
National	3,107,063	2,894,390	-212,673	-6.84%



Spotlight: Commercial Rail Examinations

Annual Trend (FYTD)

Commercial Rail Examinations—Current Month

There were 34,050 commercial rail releases in January 2016. The highest volume of releases was processed by the Canadian National Railway Company with 21,747. The lowest volume of releases was processed by the Kettle Falls International Railway LLC with 12 releases in January 2016.

Rail Examinations Comparison		January 2016			2015-16 FYTD		
Rail carrier	Volumes	Exams	Exam Rate	Volumes	Exams	Exam Rate	
Central Maine & Quebec Railway Canada Inc.	45			522			
BNSF Railway Company	871			40,609			
Canadian National Railway Company	21,747			309,478			
Canadian Pacific Railway Company	9,866			137,301			
CSX Transportation, Inc.	687			7,289			
New Brunswick Southern Railway Company Limited	618			7,446			
Southern Railway of British Columbia Limited	129			1,416			
Chemin de Fer Saint-Laurent et Atlantique (Quebec) Inc.	75			761			
Kettle Falls International Railway, LLC	12			623			
Triple Crown Services Company	0			11,255			
TOTAL	34,050			516,700			



Annex A: Data Control Sheet

Definitions:

Travellers: Includes all persons who have been processed with or without the assistance of CBSA automated systems.

Commercial releases: Section 31 of the Customs Act specifies that no goods shall be removed from customs control until released. The importer or customs broker requests release. The release information is used to determine the admissibility of the goods into Canada. There are several release options: PARS (Pre-Arrival Review System), RMD (Release on Minimum Documentation), B3 (Canada Customs Coding Form), Aerospace, CSA (Customs Self Assessment) and Automotive service options. Consolidated Management Reporting System (CMRS) contains all carrier information but contains only the Top 1000 Importers so this will also play into discrepancies.

Caveats and Data Notes:

General:

Discrepancies in scale may cause some traveller and commercial volumes to look like zero. For example, Southern Ontario appears to have no air travellers, and GTA with highway travellers. In this case 80,000 travellers in Southern Ontario do not show when compared to 12 million travellers in the GTA.

Change in Methodology

Page 2: Moving forward, the CBSA Trends Report will pull all traveller volumes from the Traveller Operations Cube in CMRS while work is underway to improve the data quality of the Passages from Primary cube in CMRS.

Travellers:

Pages 5 & 6: **GTA** regularly reports air and marine travellers. Highway travellers will only be captured through the Hamilton Telephone Reporting Centre.

Upon the initial review of the data from the G11 the following figures have been updated.

Region	Total WLOCs	# of Late/ Missing WLOC Data	Comments
Atlantic Region	35	1	The POEs below did not successfully key in their G11 traveller counts in time for the CMRS refresh. As a result, traveller counts were obtained through the sources below.
Southern Ontario Region	18	5	<ul style="list-style-type: none"> • 9121 Gander—traveller counts were received manually from the POE following the G11 cut-off and refresh date. Gander reported 2,801 air travellers and 26 marine travellers for January 2016.
			<ul style="list-style-type: none"> • 4276 Queenston Bridge Commercial—traveller counts were received manually from the POE following the G11 cut-off and refresh date. Queenston Bridge reported 29,239 highway travellers for January 2016.
			<ul style="list-style-type: none"> • 4530 Ambassador Bridge Commercial—traveller counts were received manually from the POE following the G11 cut-off and refresh date. Ambassador Bridge reported 120,000 highway travellers and 548 rail travellers for January 2016.
			<ul style="list-style-type: none"> • 4650 Sombra—traveller counts were received manually from the POE following the G11 cut-off and refresh date. Sombra reported 4,835 highway travellers and 3,036 marine travellers for January 2016.
			<ul style="list-style-type: none"> • 4651 Walpole Island—traveller counts were received manually from the POE following the G11 cut-off and refresh date. Walpole Island reported 3,238 highway travellers and 2,163 marine travellers for January 2016.
			<ul style="list-style-type: none"> • 4102 Fort Erie Commercial—traveller counts were received manually from the POE following the G11 cut-off and refresh date. Fort Erie Commercial reported 49,996 highway travellers for January 2016.



Commercial:

Page 7: Figures on commercial releases by mode have been removed from the report until they can be reported accurately. Current systems do not allow the CBSA to track releases accurately by mode. Data volumes in the CBSA's Consolidated Management Reporting Services (CMRS) are pulled from the Accelerated Commercial Release Operations Support System (ACROSS). In ACROSS, commercial releases are tracked by office. Offices are assigned to one mode only depending on their primary workload. However, many offices release shipments entering from multiple modes. For example, an office in the GTA may release rail and air shipments. As the office in the GTA is designated as a rail office, it will code every air shipment it releases to rail mode.

Page 7: As of January 2014, a major company switched from consolidated release requests to single release requests for individual shipments, causing a large increase in commercial releases compared to previous years. These changes only affect the commercial releases stream and do not have any impact on courier shipment totals.

Commercial Rail Examinations

Page 9: Commercial rail examinations values were extracted directly from ACROSS. Narratives were verified by the Commercial Program Performance and Reporting Unit before being provided to the Performance Reporting Unit for inclusion in this report.

Courier:

Page 8: In January 2013, the maximum value for category 2 courier shipments increased from \$1600 to \$2500. Recent increases in courier volumes can be partially explained by this change.

Page 8: The methodology for counting courier releases has changed as of October 2015. Courier volumes will now incorporate Category 1, Category 2 and OIC PC 1985-2954/5 releases when calculating total courier volumes. Previously, the Trends Report only counted Category 1 and Category 2 releases.

Data Sources:

CBSA Actuals: CMRS Corporate (CBSA General) Cube sourced from G11 data (Traveller and Commercial data) and Passages from Primary

Dates Pulled:

February 15 2015 (Refresh Date: February 15, 2015)

Contacts:

- **Andrei Grushman** — Director, Data Analytics Division, Global Border Management and Data Analytics Directorate, Programs Branch
- **Bente Baklid** — Director, Corporate and Program Services Division, Border Operations Directorate, Operations Branch
- **Michael Junek** — A/Director, Program Performance and Reporting, Commercial Programs Directorate, Programs Branch
- **Meda-Cristina Horacsek** — Director, Program Performance and Reporting, Traveller Programs Directorate, Programs Branch
- **Mike Leahy** — Director, eManifest Business Intelligence and Risk Assessment, Major Projects Directorate, Information Science and Technology Branch

Report Produced by: The CBSA Performance Reporting Unit, CBSA-ASFC_PRU-URR

If you have any questions about the content of the CBSA Trends Report, please contact:

David Swift (David.Swift@cbsa-asfc.gc.ca) with a cc: to Mary Werre (Mary.Werre@cbsa-asfc.gc.ca)



**Canada Border
Services Agency**

**Agence des services
frontaliers du Canada**



CBSA Trends Report

February 2016

FINAL

April 2016

Data Analytics Division
Global Border Management and Data Analytics
Directorate
Programs Branch

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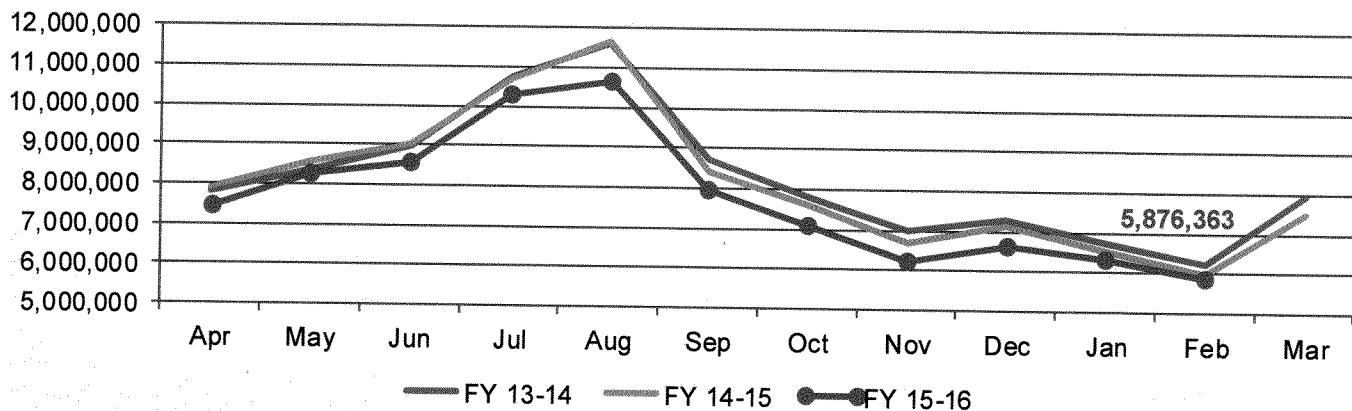
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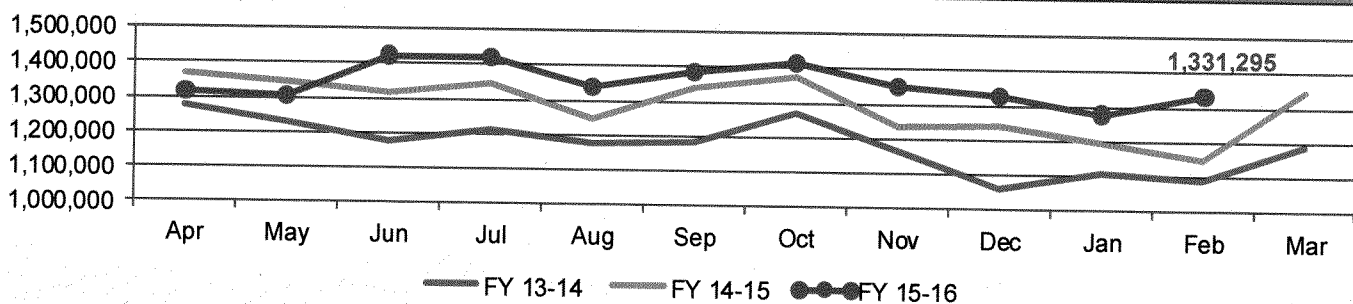
Highlights

Travellers



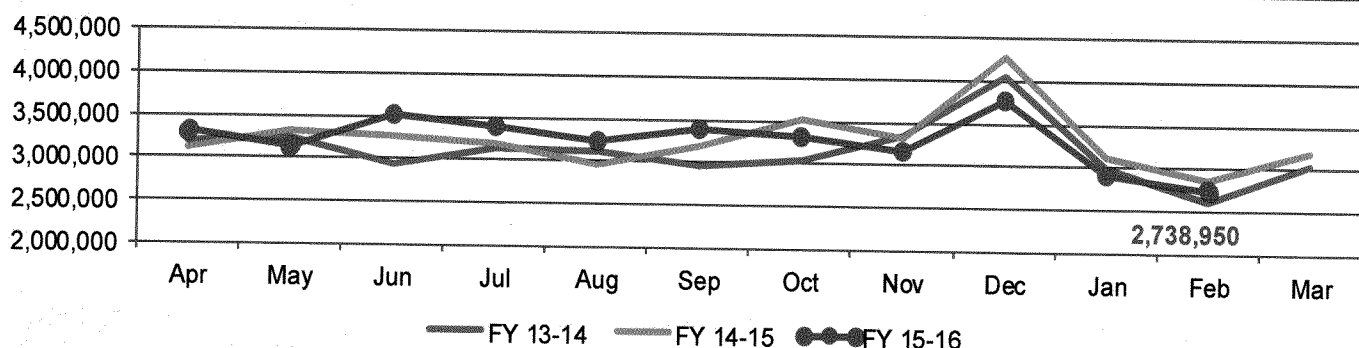
There were 5,876,363 travellers processed in February 2016. This was a **1.78% (or 106,744) decrease** when compared to volumes from February 2015. Highway travellers decreased by 4.89% (or 174,835), while air travellers increased by 2.88% (or 68,092) compared to February 2015.

Commercial Releases



There were 1,331,295 commercial releases in February 2016. This was a **16.14% (or 185,048) increase** when compared to volumes from February 2015.

Courier

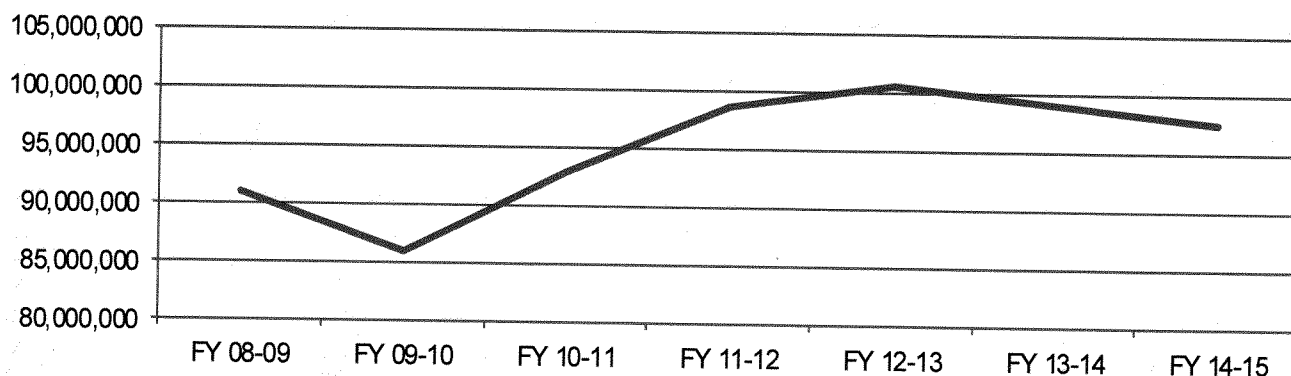


There were 2,738,950 courier shipments in February 2016. This was a **4.36% (or 125,006) decrease** when compared to February 2015.

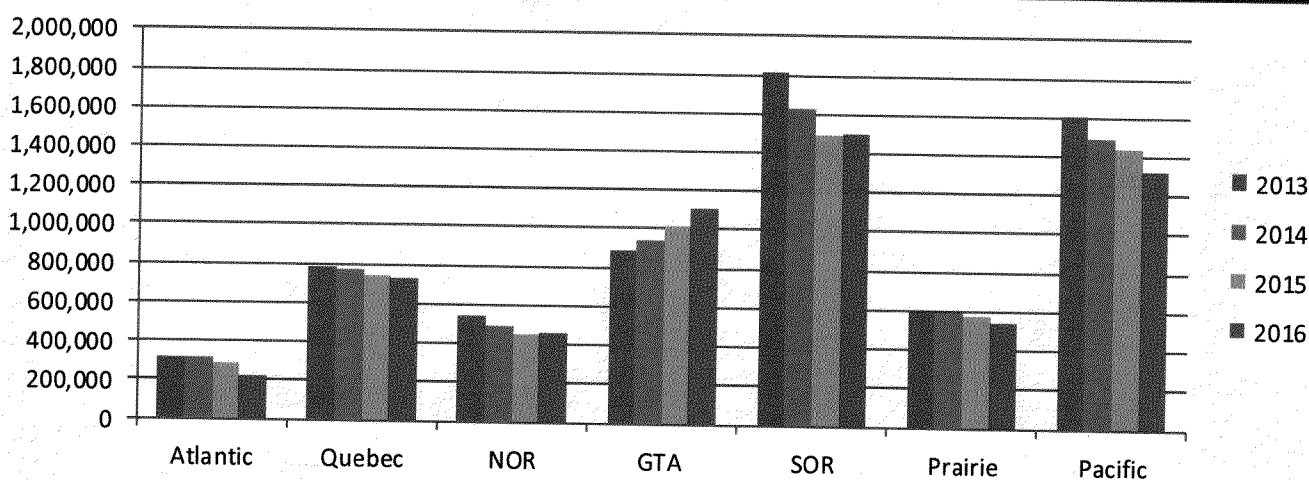


Travellers—All Modes

Annual Trend



Comparison by Region—Current Month



There were 5,876,363 travellers processed in February 2016. This was a **1.78% (or 106,744) decrease** when compared to traveller volumes from February 2015.

The largest decrease in total traveller volumes occurred in the Pacific Region with 108,915 (or 7.59%) fewer travellers when compared to February 2015.

The largest increase in total travellers occurred in the Greater Toronto Area with 90,767 (or 8.96%) more travellers when compared to February 2015.

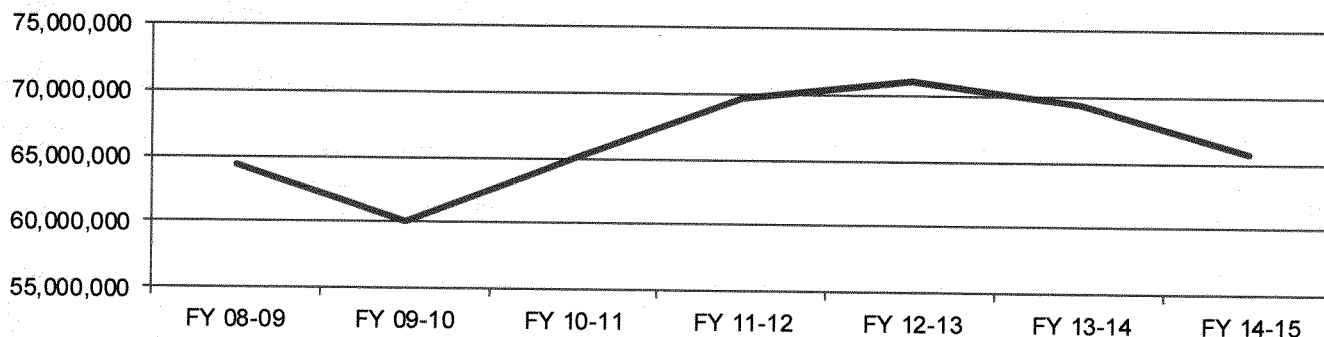
Total Traveller Volumes

Region	February 2015	February 2016	Difference	% Change
Atlantic	277,343	222,834	-54,509	-19.65%
Quebec	742,151	725,369	-16,782	-2.26%
NOR	446,578	455,742	9,164	2.05%
GTA	1,013,375	1,104,142	90,767	8.96%
SOR	1,493,615	1,503,769	10,154	0.68%
Prairie	574,676	538,053	-36,623	-6.37%
Pacific	1,435,369	1,326,454	-108,915	-7.59%
National	5,983,107	5,876,363	-106,744	-1.78%

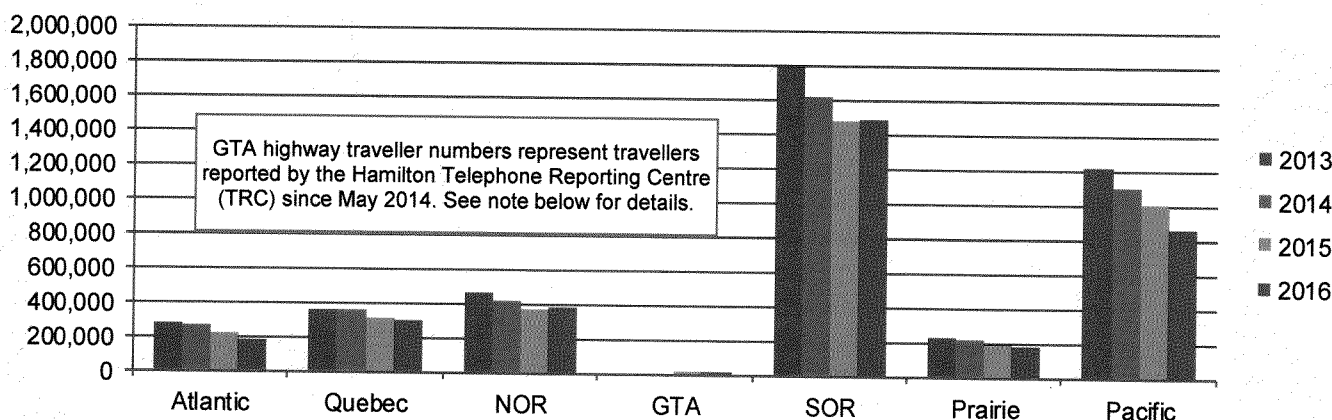


Highway Travellers

Annual Trend



Comparison By Region—Current Month



There were 3,403,081 highway travellers processed in February 2016. This was a **4.89% (or 174,835) decrease** when compared to volumes from February 2015.

The largest decrease in highway travellers was found at Douglas with 45,958 (or 13.99%) fewer travellers when compared to February 2015.

Cornwall processed the greatest increase in highway traveller volumes with 48,899 (or 52.00%) more travellers when compared to February 2015.

Total Highway Traveller Volumes

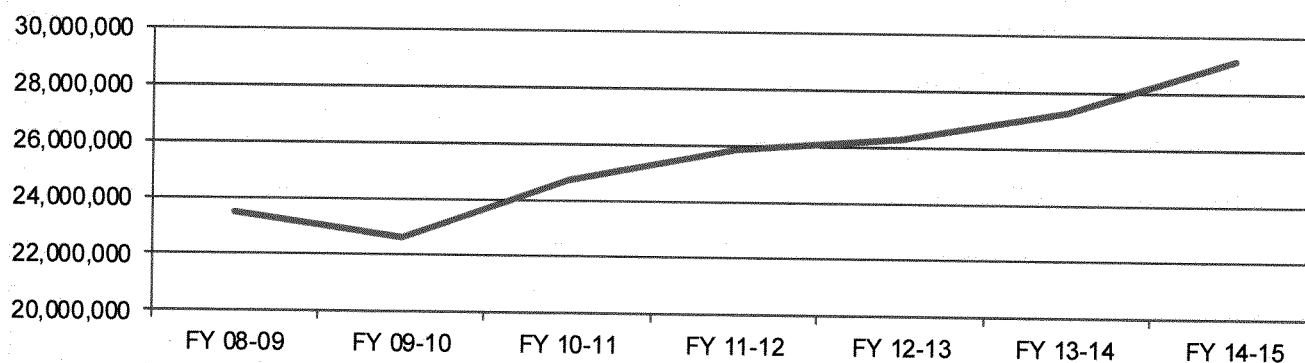
Region	February 2015	February 2016	Difference	% Change
Atlantic	213,541	181,173	-32,368	-15.16%
Quebec	313,021	300,028	-12,993	-4.15%
NOR	369,005	381,505	12,500	3.39%
GTA (TRC)*	1,577	3,461	1,884	119.47%
SOR	1,480,783	1,492,270	11,487	0.78%
Prairie	190,772	181,410	-9,362	-4.91%
Pacific	1,009,217	863,234	-145,983	-14.46%
National	3,577,916	3,403,081	-174,835	-4.89%

*GTA highway traveller numbers represent travellers processed by the Hamilton TRC. The majority of these travellers are from Northwest Angle, Minnesota, a small exclave of the United States where access by land is only available through Canada. It is an unstaffed border crossing so travellers coming in and out of the Angle must report to CBSA or U.S. CBP by telephone to make their declarations.

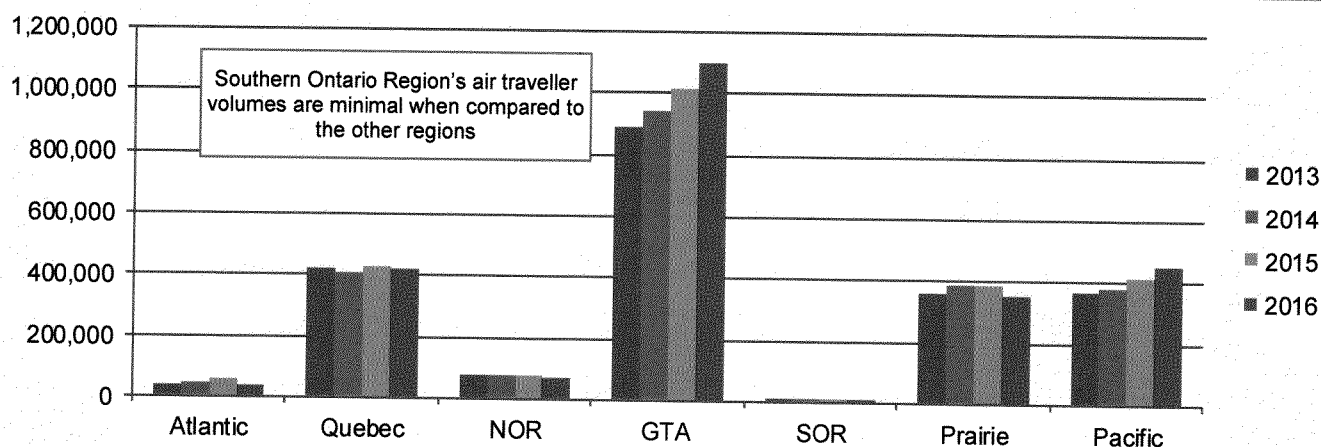


Air Travellers

Annual Trend



Comparison by Region—Current Month



There were 2,436,162 air travellers processed in February 2016. This was a **2.88% (or 68,092) increase** when compared to volumes from February 2015.

Pearson International Airport (Terminal I and III) experienced the largest increase in air traveller volumes as there were 81,847 (or 8.53%) more travellers when compared to February 2015.

Halifax International Airport experienced the largest decrease in air traveller volumes as there were 20,350 (or 45.77%) fewer travellers when compared to February 2015.

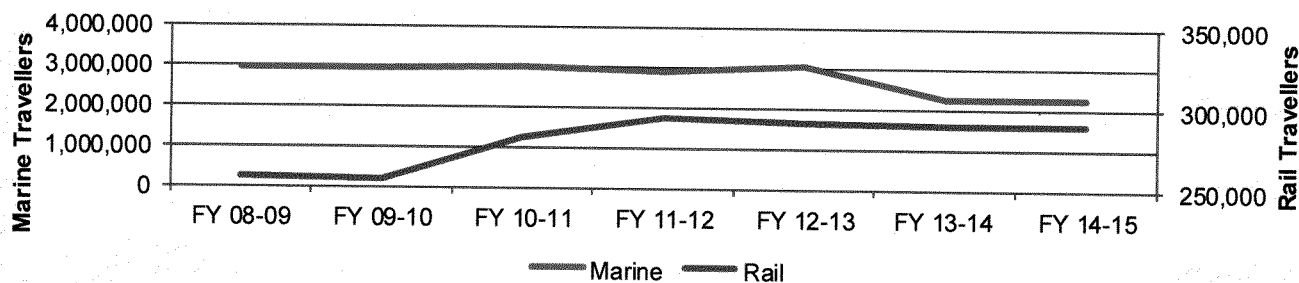
Total Air Traveller Volumes

Region	February 2015	February 2016	Difference	% Change
Atlantic	57,653	35,947	-21,706	-37.65%
Quebec	423,960	419,972	-3,988	-0.94%
NOR	73,739	69,611	-4,128	-5.60%
GTA	1,011,007	1,100,078	89,071	8.81%
SOR	10,530	6,224	-4,306	-40.89%
Prairie	382,574	355,388	-27,186	-7.11%
Pacific	408,607	448,942	40,335	9.87%
National	2,368,070	2,436,162	68,092	2.88%



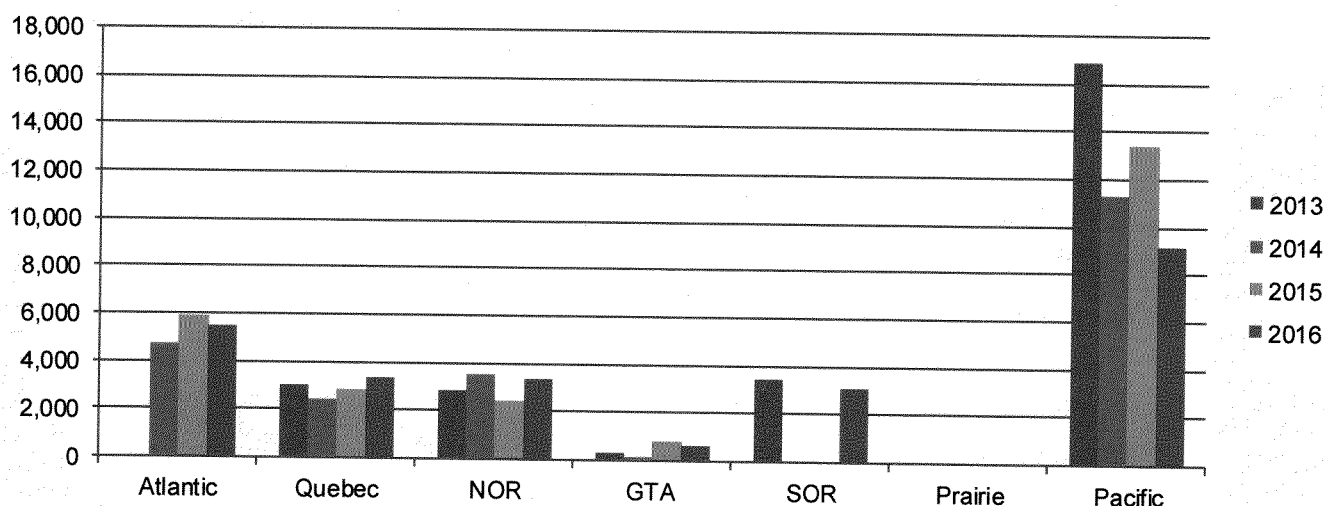
Marine and Rail Travellers

Annual Trend



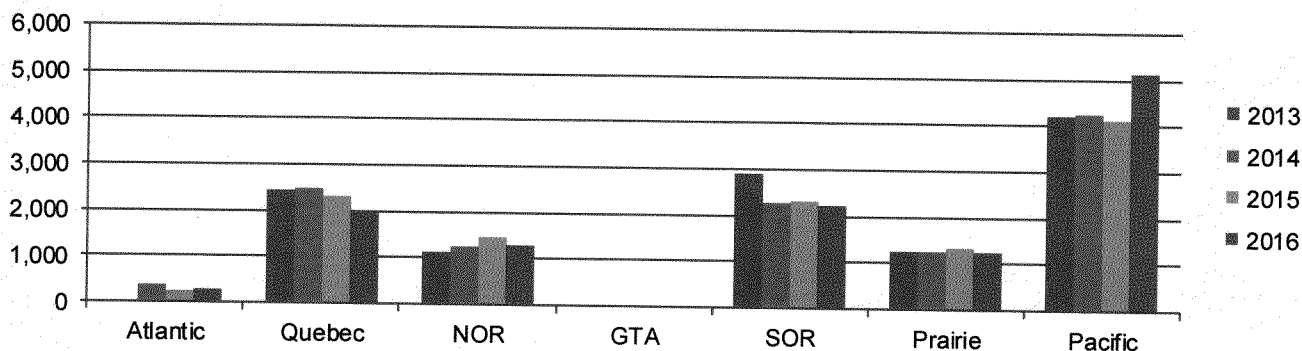
The decline in marine travellers in FY 13-14 is the result of a change in marine traveller counting methods (based on the implementation of First Point of Arrival Initiative in March 2013).

Marine Traveller Comparison by Region—Current Month



There were 24,932 marine travellers processed in February 2016, representing a **1.81% (or 459) increase** when compared to volumes from February 2015.

Rail Traveller Comparison by Region—Current Month

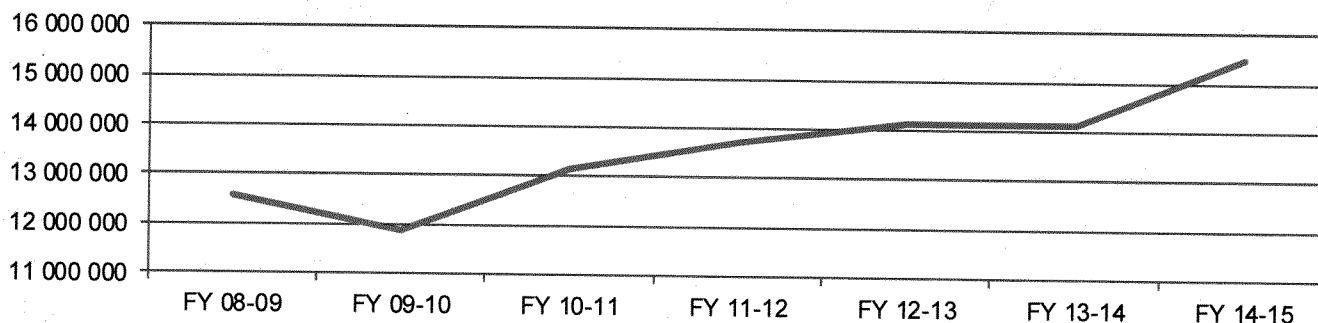


There were 12,188 rail travellers processed in February 2016. This was a **3.90% (or 458) increase** when compared to volumes from February 2015.

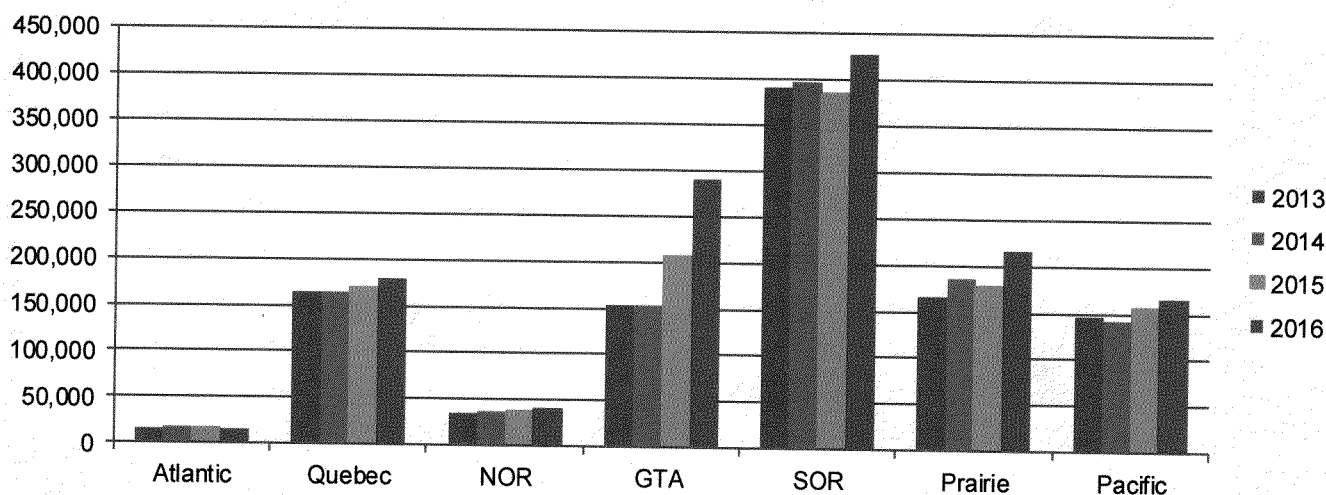


Commercial Releases—Total

Annual Trend



Total Releases Comparison by Region—Current Month



There were 1,331,295 commercial releases in February 2016. This was a **16.14% (or 185,048) increase** when compared to February 2015.

The Greater Toronto Area Region experienced the greatest increase in commercial releases with 39.75% (or 82,153) more releases than February 2015.

The Atlantic Region was the only region to experience a decrease in commercial releases with 1.85% (or 274) fewer releases than February 2015.

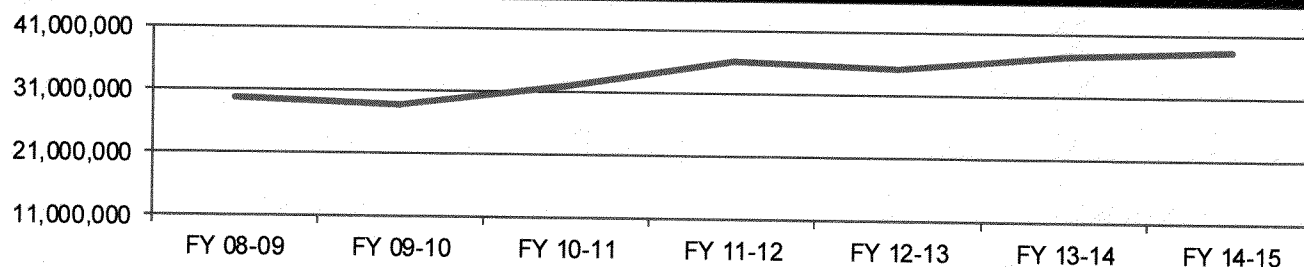
Total Commercial Releases

Region	February 2015	February 2016	Difference	% Change
Atlantic	14,846	14,572	-274	-1.85%
Quebec	167,966	178,199	10,233	6.09%
NOR	37,485	40,753	3,268	8.72%
GTA	206,654	288,807	82,153	39.75%
SOR	384,886	427,490	42,604	11.07%
Prairie	177,853	215,232	37,379	21.02%
Pacific	156,557	166,242	9,685	6.19%
National	1,146,247	1,331,295	185,048	16.14%

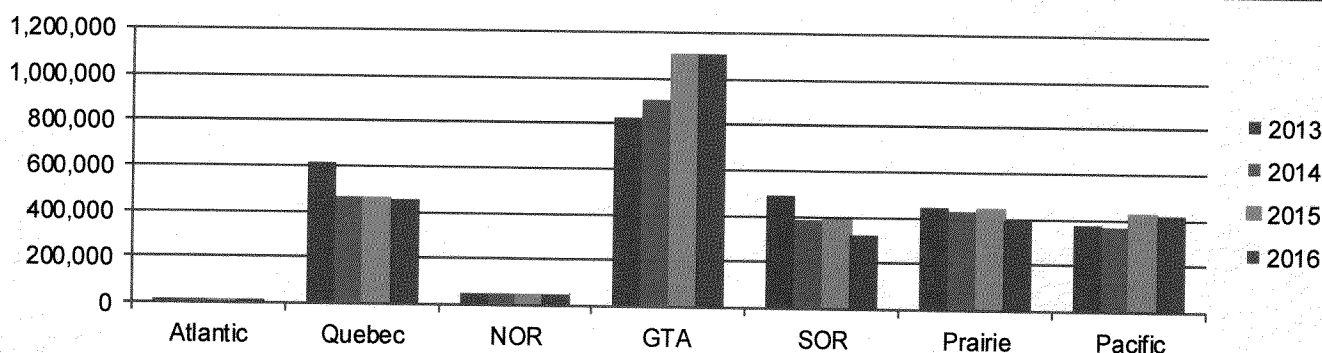


Courier Shipments — Total

Annual Trend



Total Courier By Region—Current Month



There were 2,738,950 courier shipments in February 2016. This was a **4.36% (or 125,006) decrease** when compared to February 2015.

The greatest decrease in courier shipments was found in the Southern Ontario Region with 61,351 (or 15.91%) fewer shipments than in February 2015. The greatest increase in courier shipments could be found in the Northern Ontario Region, with 411 (or 0.90%) more shipments than February 2015.

When separated by type, the largest decrease in both category 1 shipments (valued from \$0-\$20) and category 2 shipments (valued \$20-\$2500) was found in the Southern Ontario Region with 24,424 (or 29.24%) and 36,517 (or 11.27%) fewer shipments than in February 2015 respectively.

No regions experienced an increase in category 1 shipments in February 2016 compared to February 2015. The Greater Toronto Area experienced the greatest increase in category 2 shipments with 19,040 (or 2.73%) more shipments than in February 2015.

Total Courier Shipments

Region	February 2015	February 2016	Difference	% Change
Atlantic	101	149	48	47.52%
Quebec	460,816	452,058	-8,758	-1.90%
NOR	45,690	46,101	411	0.90%
GTA	1,107,807	1,105,208	-2,599	-0.23%
SOR	385,683	324,332	-61,351	-15.91% *
Prairie	439,234	394,290	-44,944	-10.23%
Pacific	424,625	416,812	-7,813	-1.84%
National	2,863,956	2,738,950	-125,006	-4.36%

*SOR courier volumes do not accurately reflect total courier volumes for the region for February 2016. This is due to missing courier volumes. Please see Annex A for details.



Spotlight: Commercial Rail Examinations

Annual Trend (FYTD)

Commercial Rail Examinations—Current Month

There were 37,569 commercial rail releases in February 2016. The highest volume of releases was processed by the Canadian National Railway Company with 23,380. Neither Kettle Falls International Railway LLC or Central Maine & Quebec Railway Canada Inc. processed commercial rail releases in February 2016.

Rail Examinations Comparison		February 2016			2015-16 FYTD		
Rail carrier	Volumes	Exams	Exam Rate	Volumes	Exams	Exam Rate	
Central Maine & Quebec Railway Canada Inc.	0			522			
BNSF Railway Company	1,255			41,864			
Canadian National Railway Company	23,380			332,858			
Canadian Pacific Railway Company	10,672			147,973			
CSX Transportation, Inc.	398			7,687			
New Brunswick Southern Railway Company Limited	445			7,891			
Southern Railway of British Columbia Limited	118			1,534			
Chemin de Fer Saint-Laurent et Atlantique (Quebec) Inc.	29			790			
Kettle Falls International Railway, LLC	0			623			
Triple Crown Services Company	1,272			12,527			
TOTAL	37,569			554,269			



Annex A: Data Control Sheet

Definitions:

Travellers: Includes all persons who have been processed with or without the assistance of CBSA automated systems.

Commercial releases: Section 31 of the Customs Act specifies that no goods shall be removed from customs control until released. The importer or customs broker requests release. The release information is used to determine the admissibility of the goods into Canada. There are several release options: PARS (Pre-Arrival Review System), RMD (Release on Minimum Documentation), B3 (Canada Customs Coding Form), Aerospace, CSA (Customs Self Assessment) and Automotive service options. Consolidated Management Reporting System (CMRS) contains all carrier information but contains only the Top 1000 Importers so this will also play into discrepancies.

Caveats and Data Notes:

General:

Discrepancies in scale may cause some traveller and commercial volumes to look like zero. For example, Southern Ontario appears to have no air travellers, and GTA with highway travellers. In this case 80,000 travellers in Southern Ontario do not show when compared to 12 million travellers in the GTA.

Change in Methodology

Page 2: Moving forward, the CBSA Trends Report will pull all traveller volumes from the Traveller Operations Cube in CMRS while work is underway to improve the data quality of the Passages from Primary cube in CMRS.

Travellers:

Pages 5 & 6: **GTA** regularly reports air and marine travellers. Highway travellers will only be captured through the Hamilton Telephone Reporting Centre.

Upon the initial review of the data from the G11 the following figures have been updated:

Late Data Entry: Statistics were received from the POE following the G11 cut-off and refresh date.

Initial Entry Incorrect: The initial volumes reported by the POE and found in CMRS are incorrect. The PRU has followed up and received updated values.

Missing: Volumes have not been provided by the POE following the G11 cut-off and refresh date. The statistics for this POE will appear as zero in CMRS.

Region	Total WLOCs	# of Late/ Missing WLOC Data	Comments The POEs below did not successfully key in their G11 traveller counts in time for the CMRS refresh. As a result, traveller counts were obtained through the sources below.	Late Data Entry	Initial Entry Incorrect	Missing
Atlantic Region	35	3	• 7593 Halifax International Airport —Halifax International Airport reported 24,114 air travellers for February 2016.		X	
			• 9121 Gander —Gander reported 2,194 air travellers and 54 marine travellers for February 2016.	X		
			• 2040 Fredericton —Fredericton reported 413 air travellers for February 2016.	X		
Quebec Region	51	3	• 3520 Trout River —Trout River reported 3,315 highway travellers for February 2016.	X		
			• 3992 Mirabel Commercial —Mirabel Commercial reported 289 air travellers for February 2016.	X		
			• 3962 PET Airport Commercial —After following up with the POE, PET Airport Commercial processed 30,913 category 1 shipments in February 2016.		X	



Region	Total WLOCs	# of Late/ Missing WLOC Data	Comments	Late Data Entry	Initial Entry Incorrect	Missing
Northern Ontario Region	21	1	The POEs below did not successfully key in their G11 traveller counts in time for the CMRS refresh. As a result, traveller counts were obtained through the sources below.			
Southern Ontario Region	18	4	• 4090 Cornwall —Cornwall reported 142,931 highway travellers and 54 marine travellers for February 2016.	X		
			• 4530 Ambassador Bridge Commercial —Ambassador Bridge Commercial reported 123,805 highway travellers and 600 rail travellers for February 2016. Ambassador Bridge Commercial also processed 34,739 category 2 courier shipments and 164,704 category 2 courier shipments in February 2016.	X		
			• 4516 Windsor Airport / TRC Mgmt —traveller counts have not been provided by the POE following the G11 cut-off and refresh date.			X
Prairie Region	47	2	• 4403 Sarnia Commercial (BWB) —Sarnia typically processes approximately 30,000-50,000 courier shipments per month.			X
			• 7011 Traffic Ops Calgary —Traffic Ops Calgary reported 188,434 air travellers for February 2016.	X		
			• 5102 Wpg James Armstrong Richardson Int'l Airport —After following up with the POE, Wng James Armstrong Richardson Int'l Airport reported 47,200 air travellers for February 2016.		X	
Pacific Region	47	1	• 8270 Kitimat —Kitimat reported 62 marine travellers for February 2016.	X		

Commercial:

Page 7: Figures on commercial releases by mode have been removed from the report until they can be reported accurately. Current systems do not allow the CBSA to track releases accurately by mode. Data volumes in the CBSA's Consolidated Management Reporting Services (CMRS) are pulled from the Accelerated Commercial Release Operations Support System (ACROSS). In ACROSS, commercial releases are tracked by office. Offices are assigned to one mode only depending on their primary workload. However, many offices release shipments entering from multiple modes. For example, an office in the GTA may release rail and air shipments. As the office in the GTA is designated as a rail office, it will code every air shipment it releases to rail mode.

Page 7: As of January 2014, a major company switched from consolidated release requests to single release requests for individual shipments, causing a large increase in commercial releases compared to previous years. These changes only affect the commercial releases stream and do not have any impact on courier shipment totals.

Courier:

Page 8: In January 2013, the maximum value for category 2 courier shipments increased from \$1600 to \$2500. Recent increases in courier volumes can be partially explained by this change.

Page 8: The methodology for counting courier releases has changed as of October 2015. Courier volumes will now incorporate Category 1, Category 2 and OIC PC 1985-2954/5 releases when calculating total courier volumes. Previously, the Trends Report only counted Category 1 and Category 2 releases.

**Commercial Rail Examinations**

Page 9: Commercial rail examinations values were extracted directly from ACROSS. Narratives were verified by the Commercial Program Performance and Reporting Unit before being provided to the Performance Reporting Unit for inclusion in this report.

Data Sources:

CBSA Actuals: CMRS Corporate (CBSA General) Cube sourced from G11 data (Traveller and Commercial data) and Passages from Primary

Dates Pulled:

March 14, 2015 (Refresh Date: March 14, 2015)

Contacts:

- **Andrei Grushman** — Director, Data Analytics Division, Global Border Management and Data Analytics Directorate, Programs Branch
- **Bente Baklid** — Director, Corporate and Program Services Division, Border Operations Directorate, Operations Branch
- **Michael Junek** — A/Director, Program Performance and Reporting, Commercial Programs Directorate, Programs Branch
- **Meda-Cristina Horacsek** — Director, Program Performance and Reporting, Traveller Programs Directorate, Programs Branch
- **Mike Leahy** — Director, eManifest Business Intelligence and Risk Assessment, Major Projects Directorate, Information Science and Technology Branch

Report Produced by: The CBSA Performance Reporting Unit, CBSA-ASFC_PRU-URR

If you have any questions about the content of the CBSA Trends Report, please contact:

David Swift (David.Swift@cbsa-asfc.gc.ca) with a cc: to Mary Werre (Mary.Werre@cbsa-asfc.gc.ca)



Canada Border
Services Agency

Agence des services
frontaliers du Canada



CBSA Trends Report

March 2016

Final
May 2016

Performance Reporting Unit
Data Analytics Division
Global Border Management and Data Analytics
Directorate
Programs Branch
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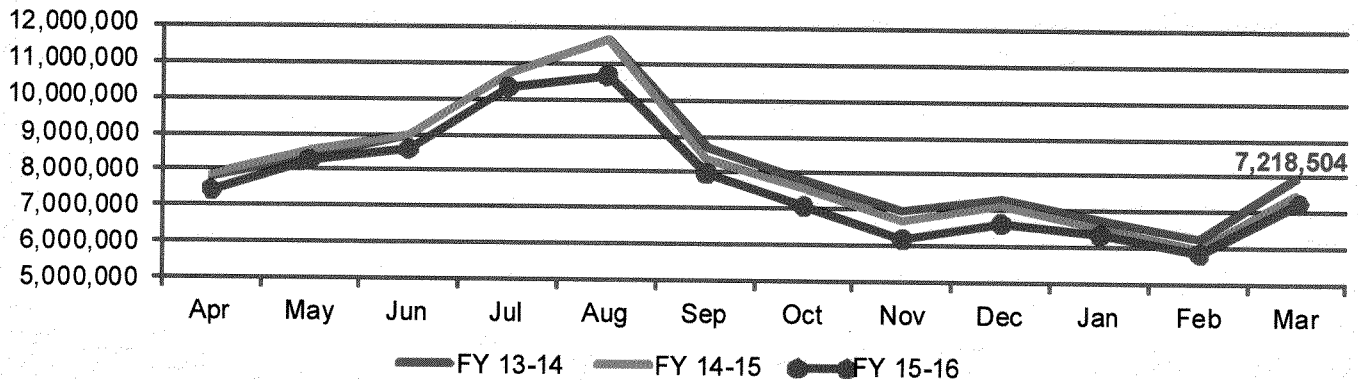
PROTECTION • SERVICE • INTEGRITY

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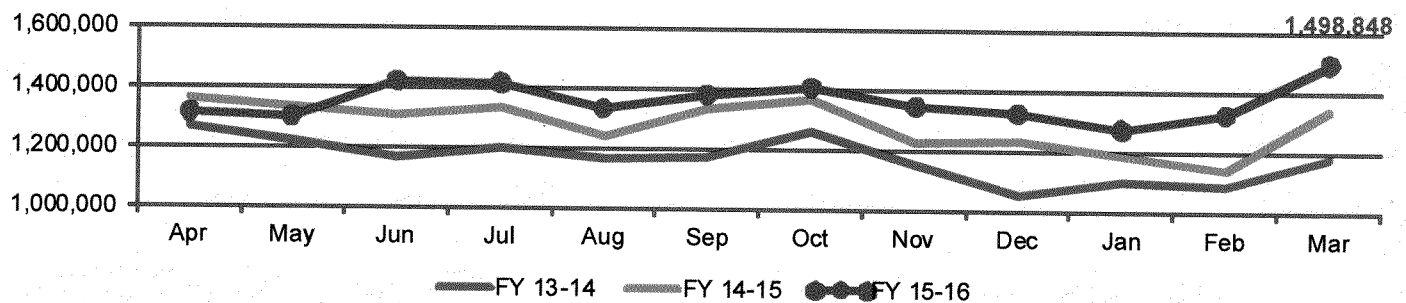
Highlights

Traveller Volumes



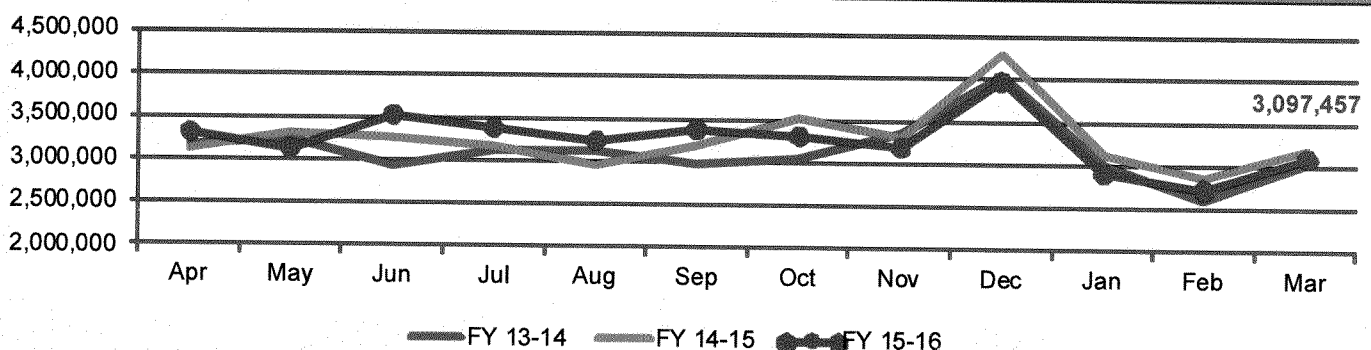
There were **7,218,504** travellers processed in March 2016. This was a **3.29% (or 245,392) decrease** when compared to volumes from March 2015. Highway travellers decreased by **5.43% (or 247,908)**, and air travellers decreased by **0.04% (or 1,118)** compared to March 2015.

Commercial Releases



There were **1,498,848** commercial releases in March 2016. This was a **11.90% (or 159,338) increase** when compared to volumes from March 2015.

Courier Shipments

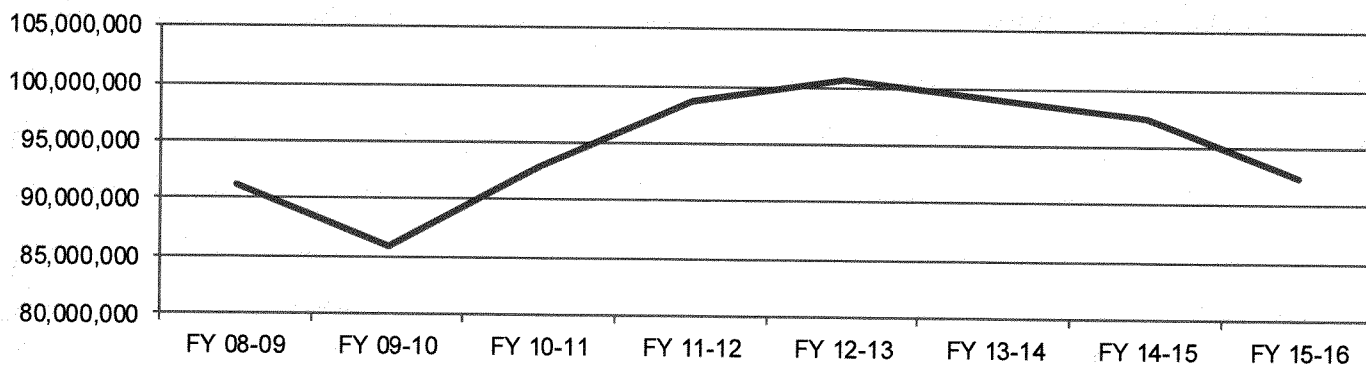


There were **3,097,457** courier shipments in March 2016. This was a **2.75% (or 87,600) decrease** when compared to March 2015.

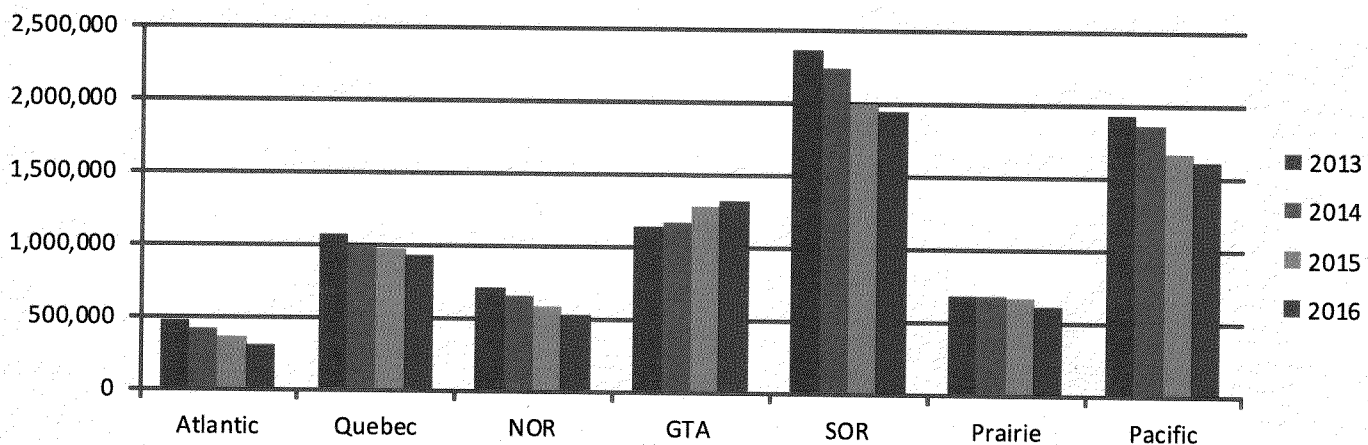


Traveller Volumes—All Modes

Annual Trend



Comparison by Region—Current Month



There were **7,218,504** travellers processed in March 2016. This was a **3.29% (or 245,392) decrease** when compared to traveller volumes from March 2015.

The largest decrease in total traveller volumes occurred in the Southern Ontario Region with **54,115 (or 2.71%)** fewer travellers when compared to March 2015.

The only increase in total travellers occurred in the Greater Toronto Area with **50,128 (or 3.95%)** more travellers when compared to March 2015.

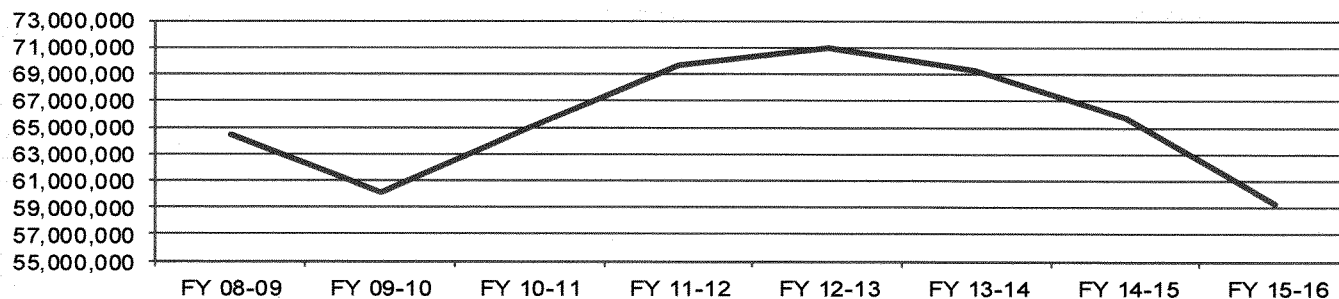
Total Traveller Volumes

Region	March 2015	March 2016	Difference	% Change
Atlantic	346,000	298,651	-47,349	-13.68%
Quebec	963,037	930,201	-32,836	-3.41%
NOR	577,780	523,927	-53,853	-9.32%
GTA	1,268,978	1,319,106	50,128	3.95%
SOR	1,995,472	1,941,357	-54,115	-2.71%
Prairie	652,238	598,303	-53,935	-8.27%
Pacific	1,660,391	1,606,959	-53,432	-3.22%
National	7,463,896	7,218,504	-245,392	-3.29%

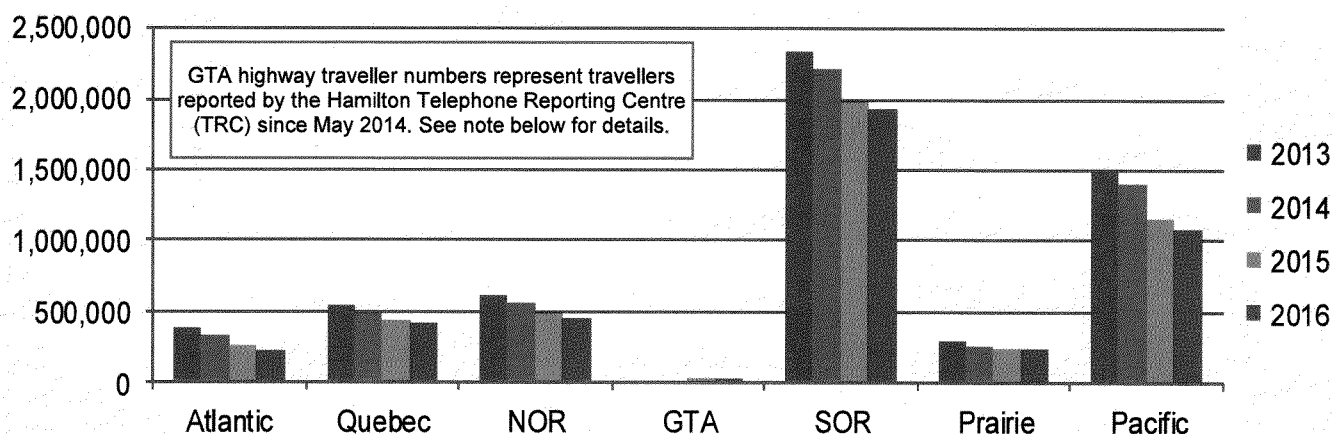


Traveller Volumes—Highway

Annual Trend



Comparison By Region—Current Month



There were **4,315,565** highway travellers processed in March 2016. This was a **5.43% (or 247,908) decrease** when compared to volumes from March 2015.

The largest decrease in highway travellers was found at Ambassador Bridge with **38,230 (or 10.90%)** fewer travellers when compared to March 2015.

There were no increase in highway traveller volumes for March 2016.

Total Traveller Volumes—Highway

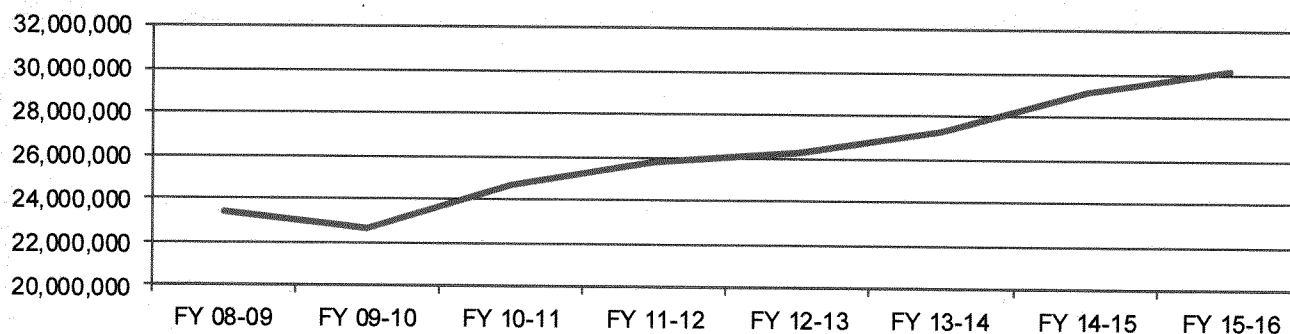
Region	March 2015	March 2016	Difference	% Change
Atlantic	261,378	220,621	-40,757	-15.59%
Quebec	438,331	412,282	-26,049	-5.94%
NOR	486,402	442,293	-44,109	-9.07%
GTA (TRC)*	2,668	2,365	-303	-11.36%
SOR	1,977,649	1,924,950	-52,699	-2.66%
Prairie	241,527	236,222	-5,305	-2.20%
Pacific	1,155,518	1,076,832	-78,686	-6.81%
National	4,563,473	4,315,565	-247,908	-5.43%

*GTA highway traveller numbers represent travellers processed by the Hamilton TRC. The majority of these travellers are from Northwest Angle, Minnesota, a small exclave of the United States where access by land is only available through Canada. It is an unstaffed border crossing so travellers coming in and out of the Angle must report to CBSA or U.S. CBP by telephone to make their declarations.

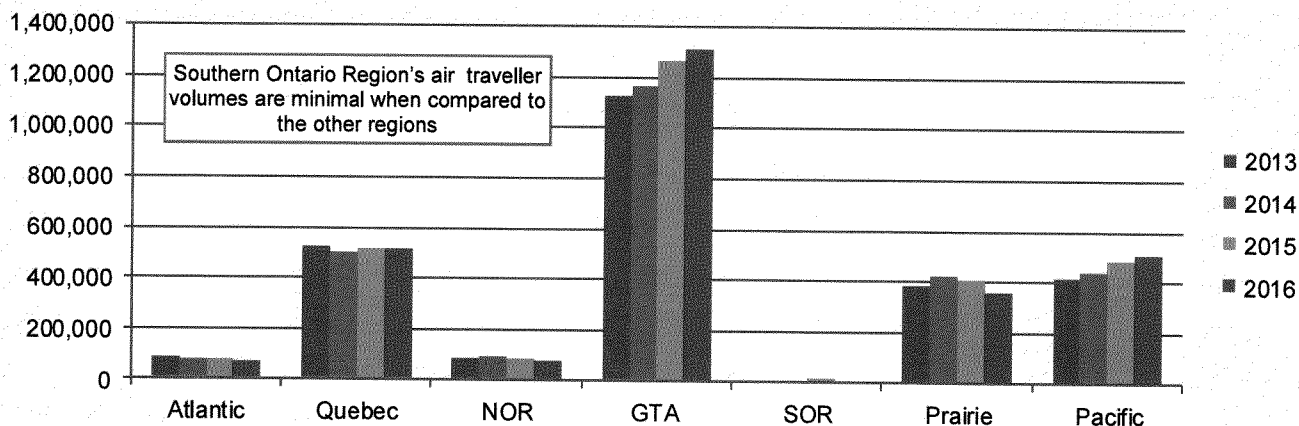


Traveller Volumes—Air

Annual Trend



Comparison by Region—Current Month



There were **2,850,422** air travellers processed in March 2016. This was a **0.04% (or 1,118) decrease** when compared to volumes from March 2015.

Pearson International Airport (Terminal I and III) experienced the largest increase in air traveller volumes as there were **29,037 (or 3.77%)** more travellers when compared to March 2015.

Edmonton International Airport experienced the largest decrease in air traveller volumes as there were **22,627 (or 21.96%)** fewer travellers when compared to March 2015.

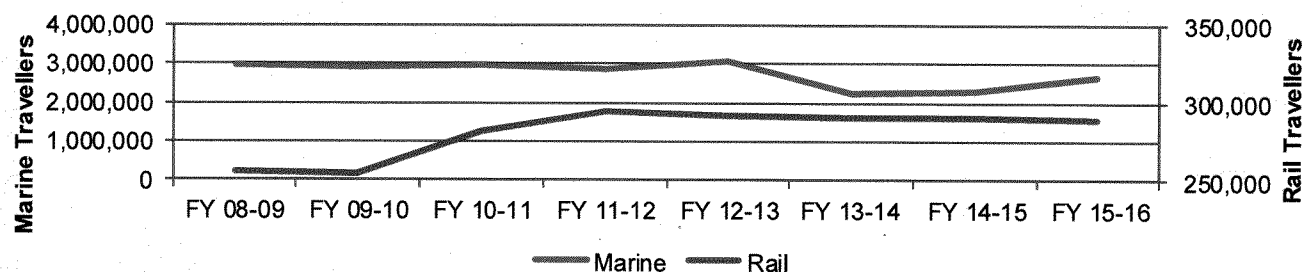
Total Traveller Volumes—Air

Region	March 2015	March 2016	Difference	% Change
Atlantic	78,135	71,253	-6,882	-8.81%
Quebec	517,079	510,483	-6,596	-1.28%
NOR	86,018	77,306	-8,712	-10.13%
GTA	1,265,259	1,314,555	49,296	3.90%
SOR	12,836	9,535	-3,301	-25.72%
Prairie	408,399	360,785	-47,614	-11.66%
Pacific	483,814	506,505	22,691	4.69%
National	2,851,540	2,850,422	-1,118	-0.04%



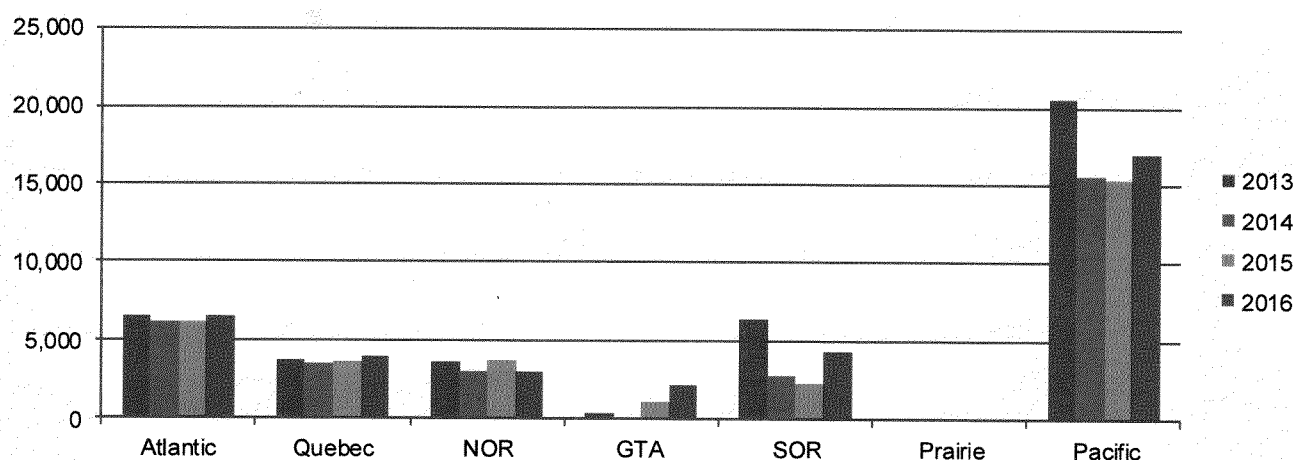
Traveller Volumes—Marine and Rail

Annual Trend



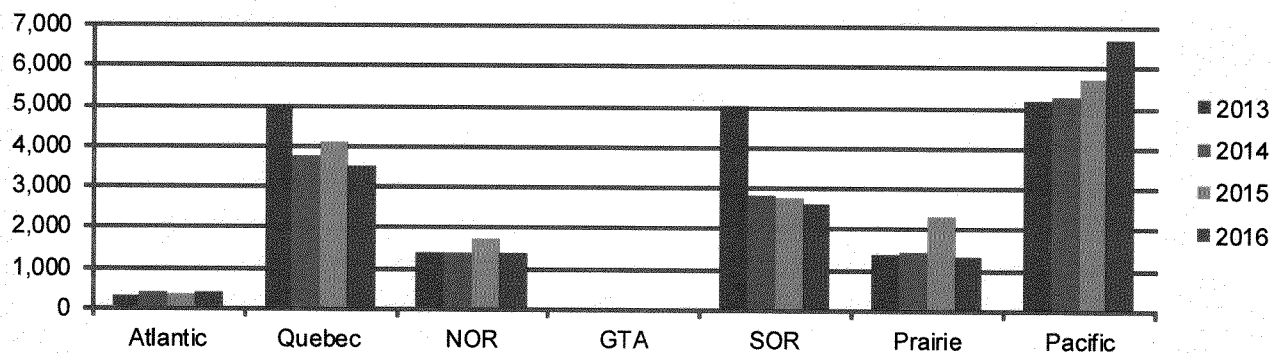
The decline in marine travellers in FY 13-14 is the result of a change in marine traveller counting methods (based on the implementation of First Point of Arrival Initiative in March 2013).

Marine Traveller Comparison by Region—Current Month



There were **36,821** marine travellers processed in March 2016, representing a **15.02% (or 4,807) increase** when compared to volumes from March 2015.

Rail Traveller Comparison by Region—Current Month

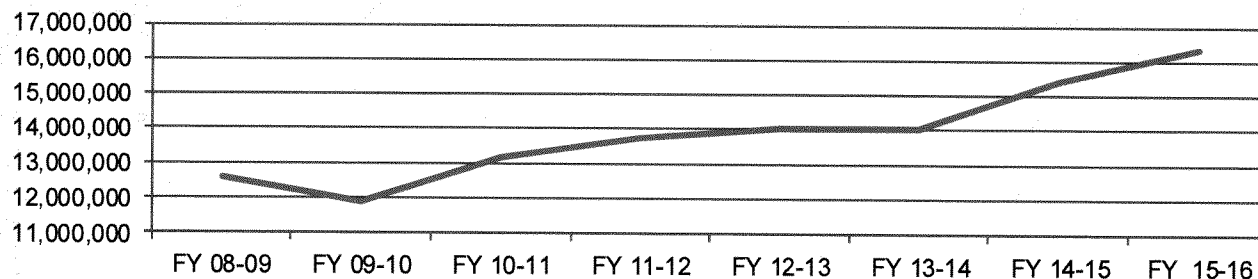


There were **15,696** rail travellers processed in March 2016. This was a **6.95% (or 1,173) decrease** when compared to volumes from March 2015.

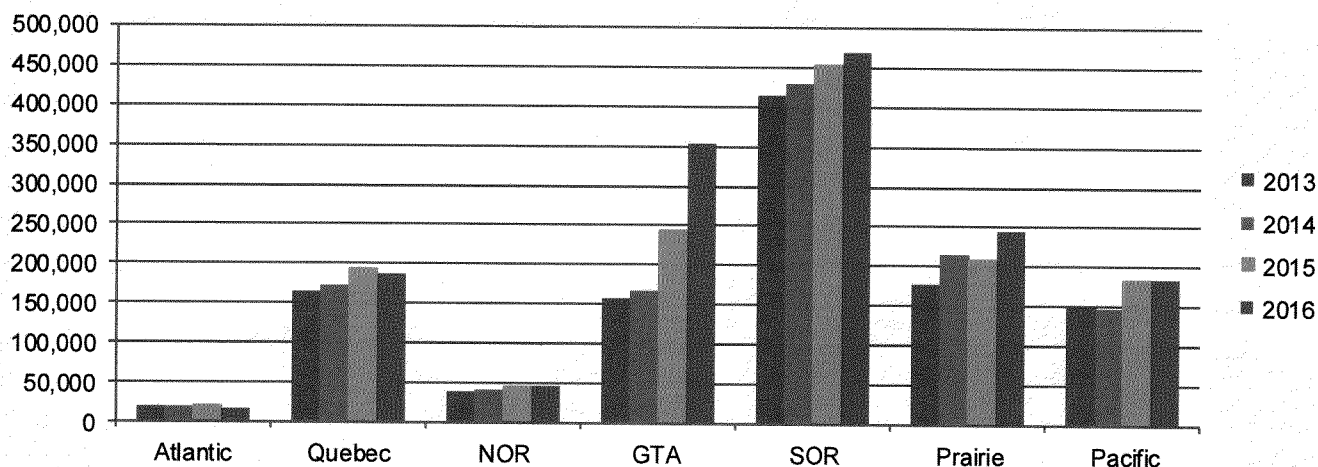


Commercial Releases—Total

Annual Trend



Total Releases Comparison by Region—Current Month



There were **1,498,848** commercial releases in March 2016. This was a **11.90% (or 158,338) increase** when compared to March 2015.

The Greater Toronto Area Region experienced the greatest increase in commercial releases with **44.71% (or 109,465)** more releases than March 2015.

The Quebec Region was experienced a decrease in commercial releases with **2.32% (or 4,443)** fewer releases than March 2015.

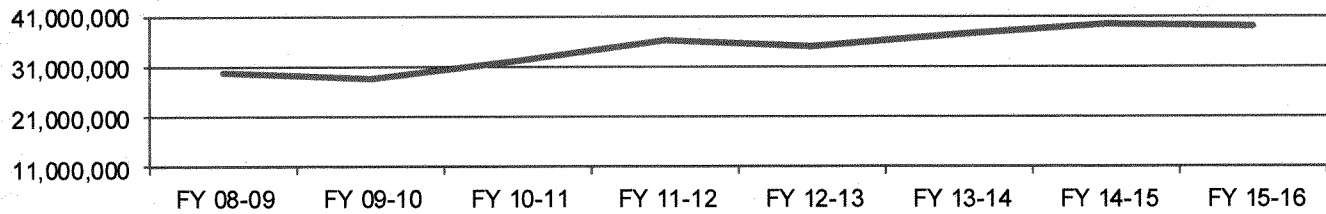
Total Commercial Releases

Region	March 2015	March 2016	Difference	% Change
Atlantic	18,198	16,260	-1,938	-10.65%
Quebec	191,664	187,221	-4,443	-2.32%
NOR	44,291	45,689	1,398	3.16%
GTA	244,807	354,272	109,465	44.71%
SOR	452,464	469,669	17,205	3.80%
Prairie	206,049	242,522	36,473	17.70%
Pacific	182,037	183,215	1,178	0.65%
National	1,339,510	1,498,848	159,338	11.90%

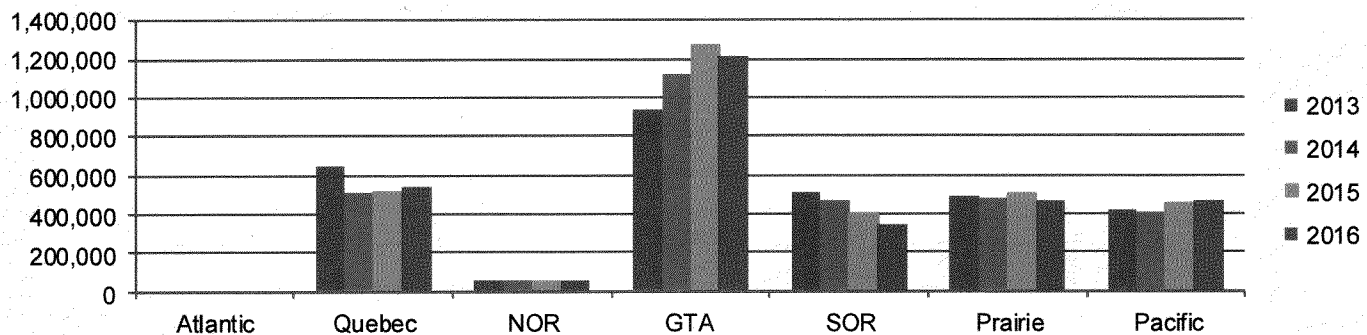


Courier Shipments — Total

Annual Trend



Total Courier By Region—Current Month



There were **3,097,457** courier shipments in March 2016. This was a **2.75% (or 87,600) decrease** when compared to March 2015.

The greatest decrease in courier shipments was found in the Southern Ontario Region with **55,843 (or 13.86%)** fewer shipments than in March 2015. The greatest increase in courier shipments could be found in the Quebec Region, with **31,920 (or 6.25%)** more shipments than March 2015.

When separated by type, the largest decrease in category 1 shipments (valued from \$0-\$20) was found in the Greater Toronto Area Region with **47,434 (or 10.12%)** and category 2 shipments (valued \$20-\$2500) was found in the Prairie Region with **33,370 (or 9.00%)** fewer shipments than in March 2015 respectively.

The Quebec region experienced an increase in both category 1 (valued from \$0-\$20) with **7,790 (or 4.85%)** and category 2 shipments (valued \$20-\$2500) with **23,950 (or 6.91%)** compared to March 2015.

Total Courier Shipments

Region	March 2015	March 2016	Difference	% Change
Atlantic	0	0	0	N/A
Quebec	510,911	542,831	31,920	6.25%
NOR	51,406	52,920	1,514	2.95%
GTA	1,262,898	1,210,166	-52,732	-4.18%
SOR	402,767	346,924	-55,843	-13.86%
Prairie	507,337	472,517	-34,820	-6.86%
Pacific	449,738	472,099	22,361	4.97%
National	3,185,057	3,097,457	-87,600	-2.75%



Spotlight: Commercial Rail Examinations

Annual Trend (FYTD)

Commercial Rail Examinations—Current Month

There were **40,730** commercial rail releases in March 2016. The highest volume of releases was processed by the Canadian National Railway Company with 25,328. Triple Crown Services Company did not process any commercial rail releases in March 2016.

Rail Examinations Comparison		March 2016			2015-16 FYTD		
Rail carrier	Volumes	Exams	Exam Rate	Volumes	Exams	Exam Rate	
Central Maine & Quebec Railway Canada Inc.	34			556			
BNSF Railway Company	1,080			42,944			
Canadian National Railway Company	25,328			358,186			
Canadian Pacific Railway Company	12,753			160,726			
CSX Transportation, Inc.	619			8,306			
New Brunswick Southern Railway Company Limited	672			8,563			
Southern Railway of British Columbia Limited	184			1,718			
Chemin de Fer Saint-Laurent et Atlantique (Quebec) Inc.	56			846			
Kettle Falls International Railway, LLC	4			627			
Triple Crown Services Company	0			12,527			
TOTAL	40,730			594,999			



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Commercial releases: Section 31 of the Customs Act specifies that no goods shall be removed from customs control until released. The importer or customs broker requests release. The release information is used to determine the admissibility of the goods into Canada. There are several release options: PARS (Pre-Arrival Review System), RMD (Release on Minimum Documentation), B3 (Canada Customs Coding Form), Aerospace, CSA (Customs Self Assessment) and Automotive service options. Consolidated Management Reporting System (CMRS) contains all carrier information.

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Discrepancies in scale may cause some traveller and commercial volumes to look like zero. For example, Southern Ontario appears to have no air travellers, and GTA with highway travellers. In this case 80,000 travellers in Southern Ontario do not show when compared to 12 million travellers in the GTA.

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Initial Entry Incorrect: The initial volumes reported by the POE and found in CMRS are incorrect. The PRU has followed up and received updated values.

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Region	Total WLOCs	# of Late/ Missing WLOC Data	Comments	Late Data Entry	Initial Entry Incorrect	Missing
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			<ul style="list-style-type: none"> • 4530 Ambassador Bridge Commercial—Ambassador Bridge Commercial reported 140,331 highway travellers and 604 rail travellers for March 2016. Ambassador Bridge Commercial also processed 34,962 category 1 courier shipments and 168,182 category 2 courier shipments in March 2016. 	X		
			<ul style="list-style-type: none"> • 4403 Sarnia Commercial (BWB)—Sarnia processed 8125 category 1 and 24,451 category 2 courier shipments in March 2016. 	X		



Commercial Releases Methodology:

Page 7: The methodology for counting commercial releases had changed as of May 2016. Commercial releases will now reflect releases only. Previously, the Trends Report counted the combination of Releases and Releases NTOs.

Commercial:

Page 7: Figures on commercial releases by mode have been removed from the report until they can be reported accurately. Current systems do not allow the CBSA to track releases accurately by mode. Data volumes in the CBSA's Consolidated Management Reporting Services (CMRS) are pulled from the Accelerated Commercial Release Operations Support System (ACROSS). In ACROSS, commercial releases are tracked by office. Offices are assigned to one mode only depending on their primary workload. However, many offices release shipments entering from multiple modes. For example, an office in the GTA may release rail and air shipments. As the office in the GTA is designated as a rail office, it will code every air shipment it releases to rail mode.

Page 7: As of January 2014, a major company switched from consolidated release requests to single release requests for individual shipments, causing a large increase in commercial releases compared to previous years. These changes only affect the commercial releases stream and do not have any impact on courier shipment totals.

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Dates Pulled:

April 14, 2016 (Refresh Date: April 14, 2016)

Contacts:

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Report Produced by: The CBSA Performance Reporting Unit, CBSA-ASFC_PRU-URR

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Canada Border
Services Agency

Agence des services
frontaliers du Canada



CBSA Trends Report

April 2016

Final

June 2016

Performance Reporting Unit
Data Analytics Division
Global Border Management and Data Analytics
Directorate
Programs Branch
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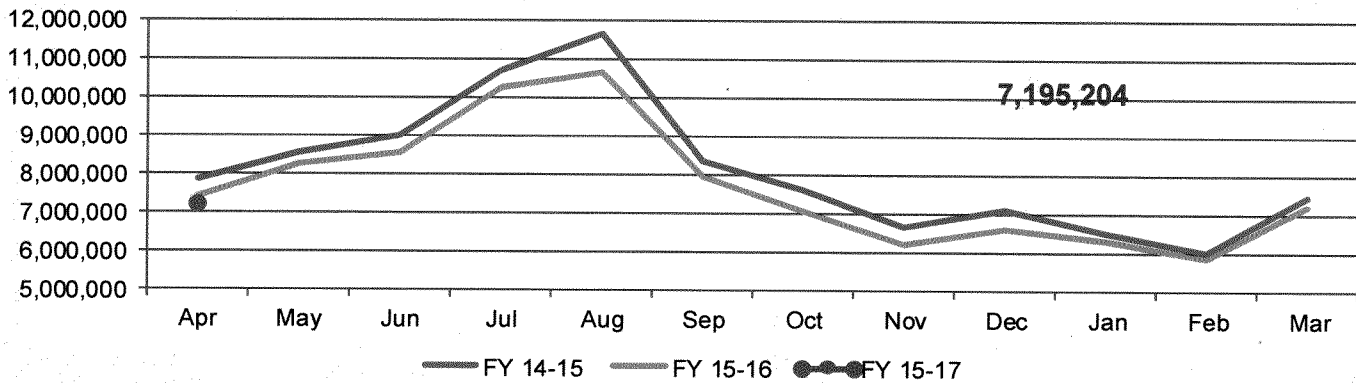
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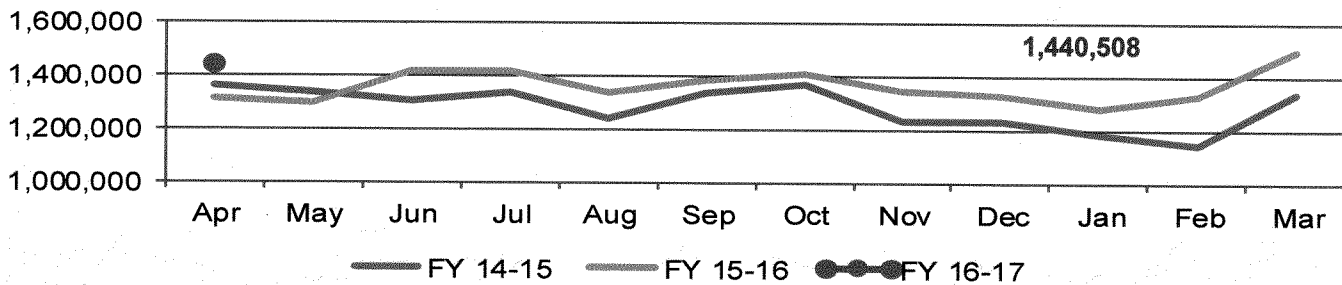
Highlights

Traveller Volumes



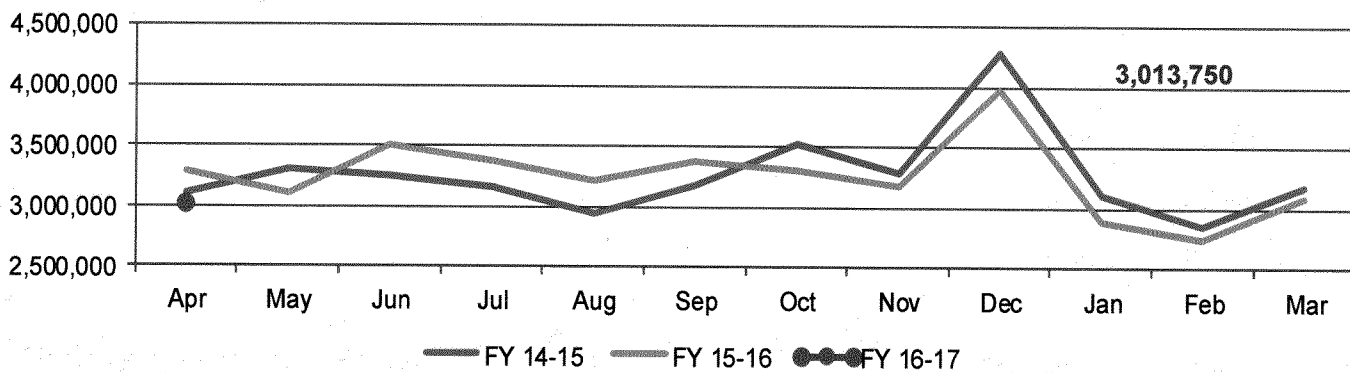
There were **7,195,204** travellers processed in April 2016. This was a **3.08% (or 228,778) decrease** when compared to volumes from April 2015. Highway travellers decreased by **8.56% (or 404,994)**, and air travellers **increased** by **6.27% (or 163,573)** compared to April 2015.

Commercial Releases



There were **1,440,508** commercial releases in April 2016. This was a **9.67% (or 126,999) increase** when compared to volumes from April 2015.

Courier Shipments

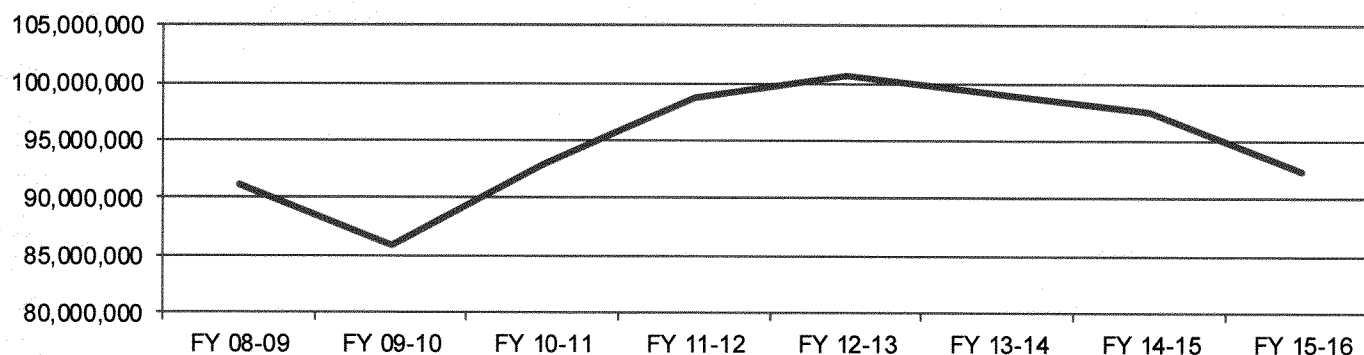


There were **3,013,750** courier shipments in April 2016. This was a **8.50% (or 280,074) decrease** when compared to April 2015.

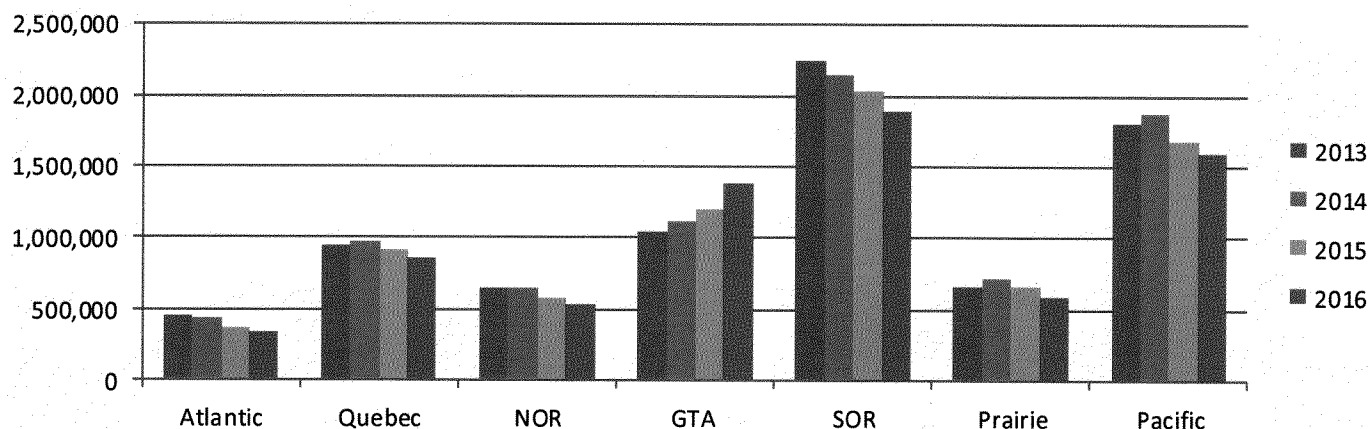


Traveller Volumes—All Modes

Annual Trend



Comparison by Region—Current Month



There were **7,195,204** travellers processed in April 2016. This was a **3.08% (or 228,778) decrease** when compared to traveller volumes from April 2015.

The largest **decrease** in total traveller volumes occurred in the Southern Ontario Region with **141,938 (or 6.98%)** fewer travellers when compared to April 2015.

The only **increase** in total travellers occurred in the Greater Toronto Area with **196,642 (or 16.51%)** more travellers when compared to April 2015.

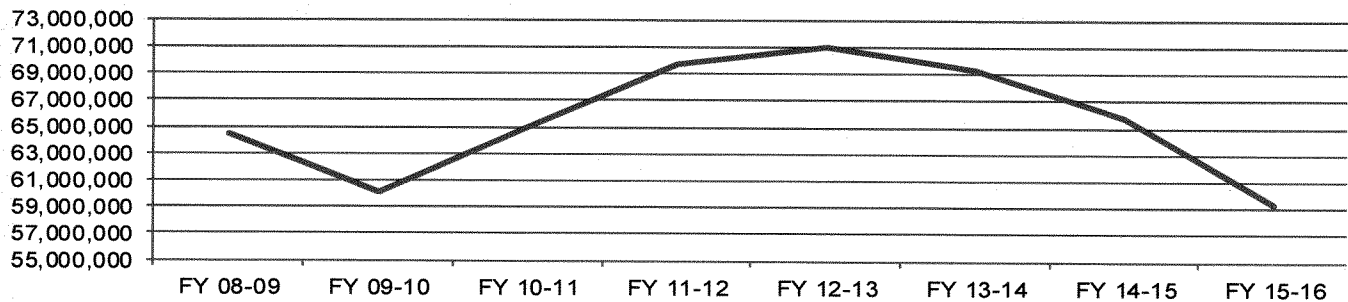
Total Traveller Volumes

Region	April 2015	April 2016	Difference	% Change
Atlantic	369,547	331,144	-38,403	-10.39%
Quebec	920,691	860,522	-60,169	-6.54%
NOR	571,053	532,149	-38,904	-6.81%
GTA	1,191,125	1,387,767	196,642	16.51%
SOR	2,033,424	1,891,486	-141,938	-6.98%
Prairie	662,424	592,477	-69,947	-10.56%
Pacific	1,675,718	1,599,659	-76,059	-4.54%
National	7,423,982	7,195,204	-228,778	-3.08%

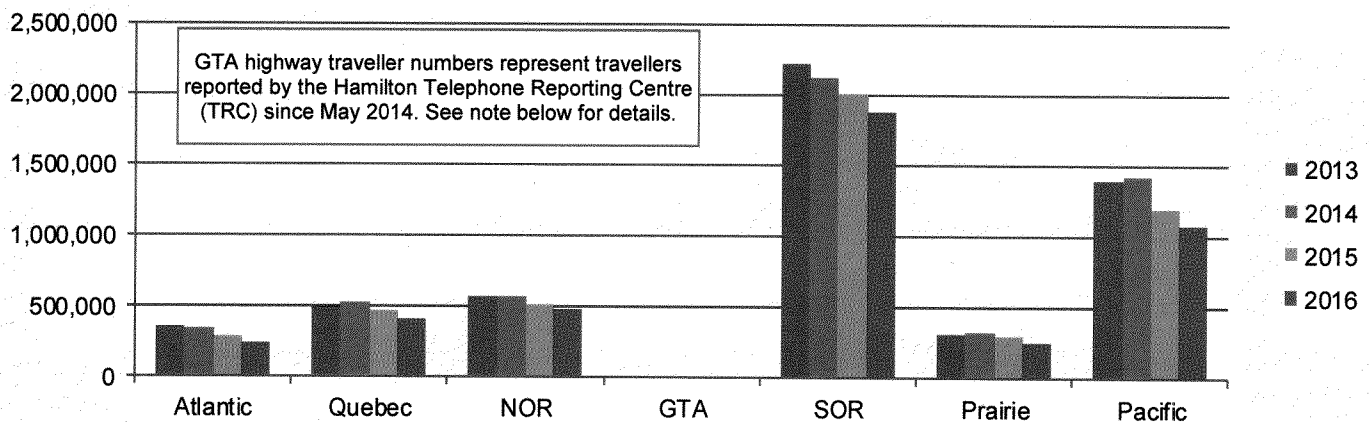


Traveller Volumes—Highway

Annual Trend



Comparison By Region—Current Month



There were **4,326,860** highway travellers processed in April 2016. This was a **8.56% (or 404,994) decrease** when compared to volumes from April 2015.

The largest **decrease** in highway travellers was found at Ambassador Bridge with **36,903 (or 10.98%)** fewer travellers when compared to April 2015.

The only **increase** in total travellers occurred in the Greater Toronto Area with **142 (or 26.94%)** more travellers when compared to April 2015.

Total Traveller Volumes—Highway

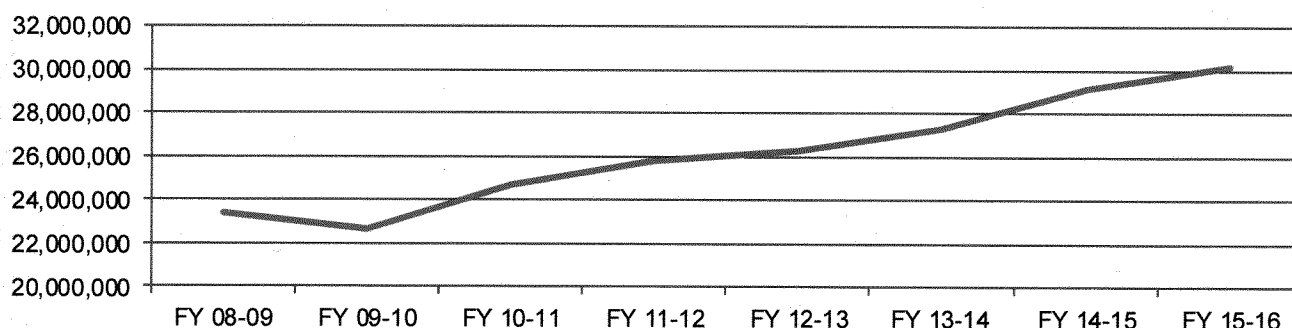
Region	April 2015	April 2016	Difference	% Change
Atlantic	274,871	238,769	-36,102	-13.13%
Quebec	461,400	406,090	-55,310	-11.99%
NOR	503,957	472,387	-31,570	-6.26%
GTA (TRC)*	527	669	142	26.94%
SOR	2,014,654	1,880,094	-134,560	-6.68%
Prairie	288,102	255,592	-32,510	-11.28%
Pacific	1,188,343	1,073,259	-115,084	-9.68%
National	4,731,854	4,326,860	-404,994	-8.56%

*GTA highway traveller numbers represent travellers processed by the Hamilton TRC. The majority of these travellers are from Northwest Angle, Minnesota, a small exclave of the United States where access by land is only available through Canada. It is an unstaffed border crossing so travellers coming in and out of the Angle must report to CBSA or U.S. CBP by telephone to make their declarations.

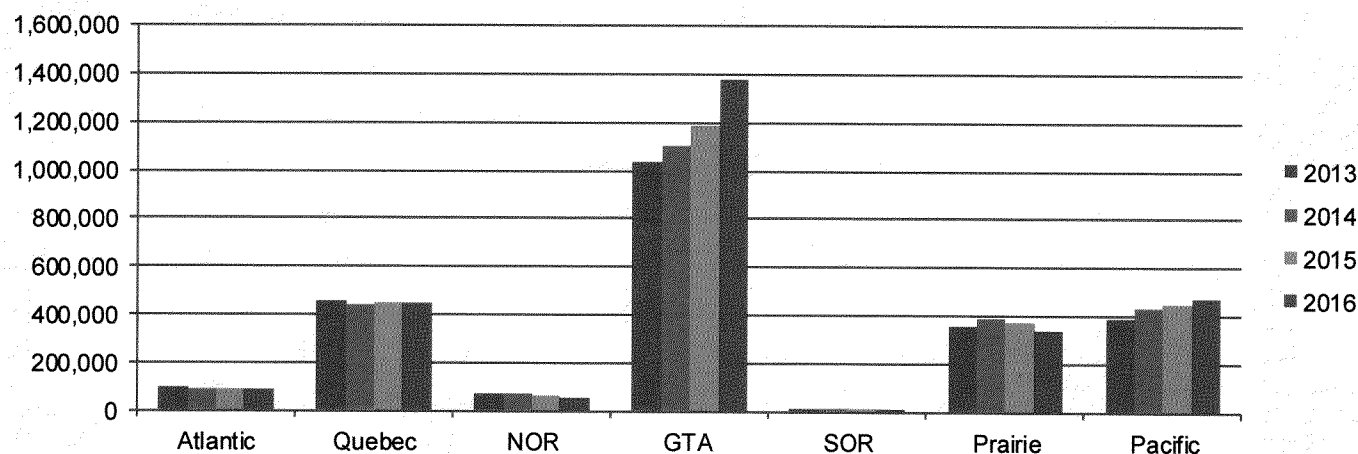


Traveller Volumes—Air

Annual Trend



Comparison by Region—Current Month



There were **2,772,017** air travellers processed in April 2016. This was a **6.27% (or 163,573) increase** when compared to volumes from April 2015.

Pearson International Airport (Terminal III) experienced the largest **increase** in air traveller volumes as there were **185,047 (or 44.38%)** more travellers when compared to April 2015.

Edmonton International Airport experienced the largest **decrease** in air traveller volumes as there were **24,527 (or 24.01%)** fewer travellers when compared to April 2015.

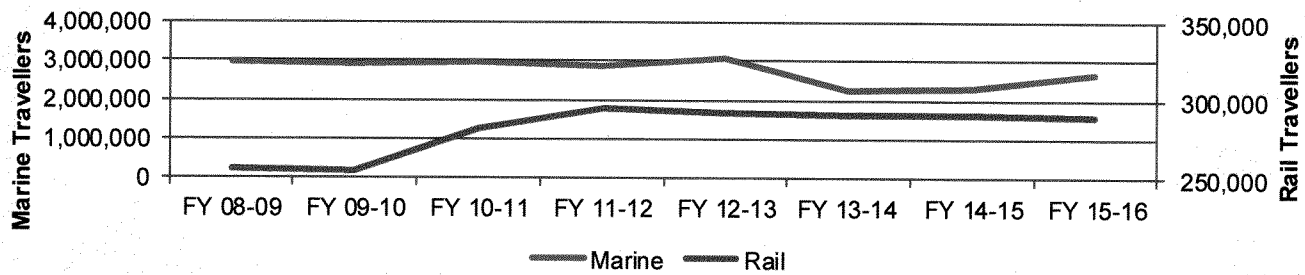
Total Traveller Volumes—Air

Region	April 2015	April 2016	Difference	% Change
Atlantic	86,091	82,444	-3,647	-4.24%
Quebec	450,493	446,271	-4,222	-0.94%
NOR	61,855	54,288	-7,567	-12.23%
GTA	1,181,798	1,377,107	195,309	16.53%
SOR	8,190	5,097	-3,093	-37.77%
Prairie	372,778	335,585	-37,193	-9.98%
Pacific	447,239	471,225	23,986	5.36%
National	2,608,444	2,772,017	163,573	6.27%



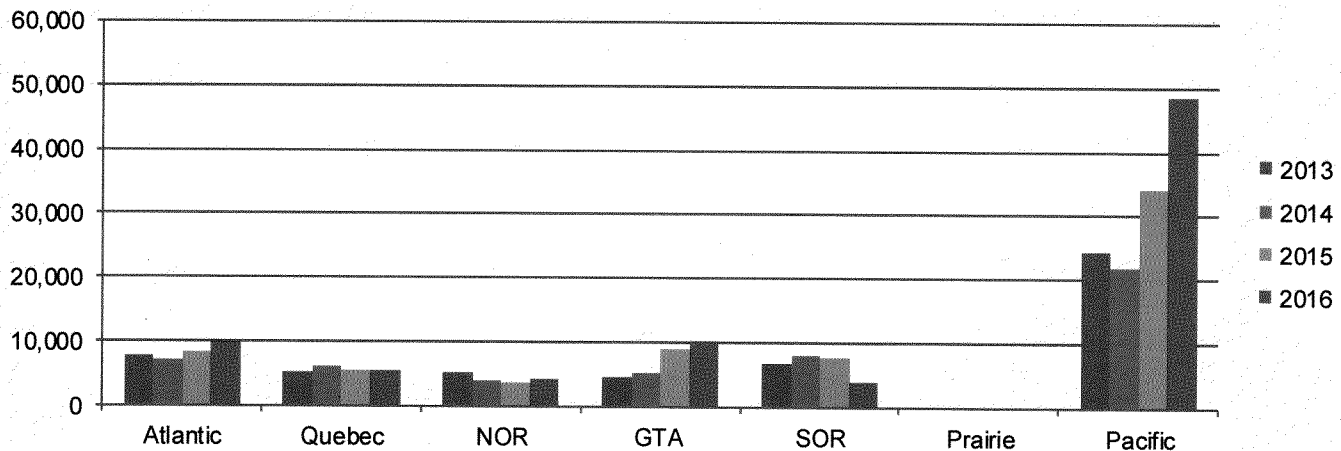
Traveller Volumes—Marine and Rail

Annual Trend



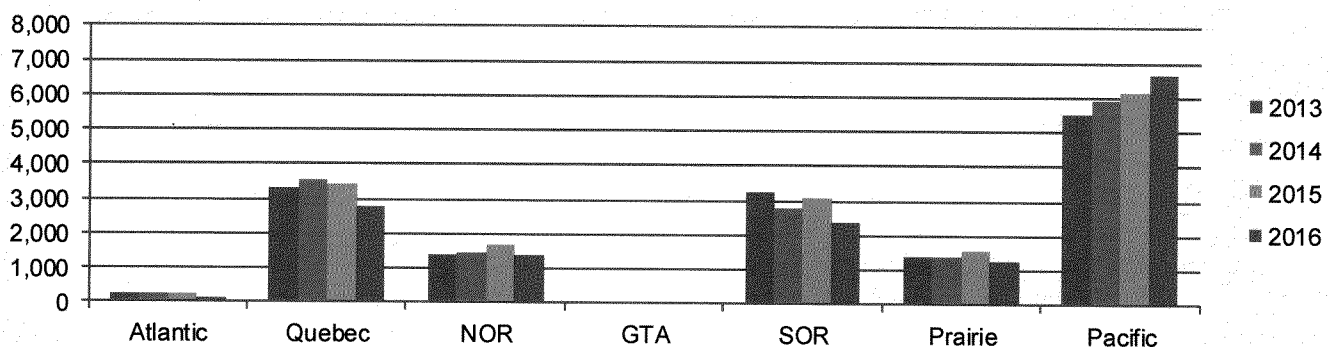
The decline in marine travellers in FY 13-14 is the result of a change in marine traveller counting methods (based on the implementation of First Point of Arrival Initiative in March 2013).

Marine Traveller Comparison by Region—Current Month



There were **81,660** marine travellers processed in April 2016, representing a **20.81% (or 14,065) increase** when compared to volumes from April 2015.

Rail Traveller Comparison by Region—Current Month

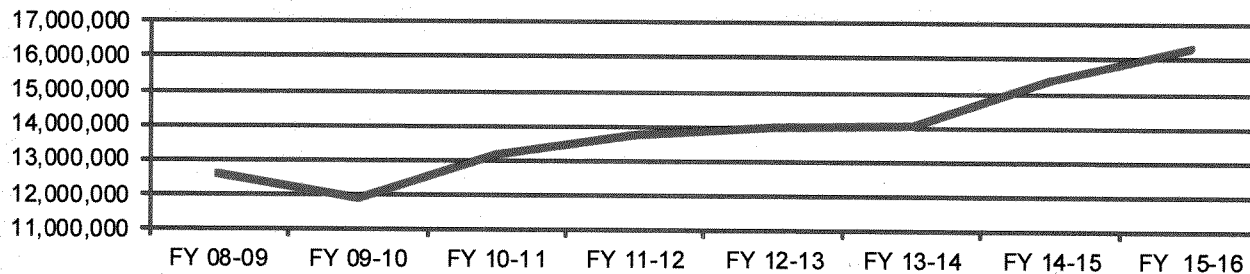


There were **14,786** rail travellers processed in April 2016. This was a **8.10% (or 1,303) decrease** when compared to volumes from April 2015.

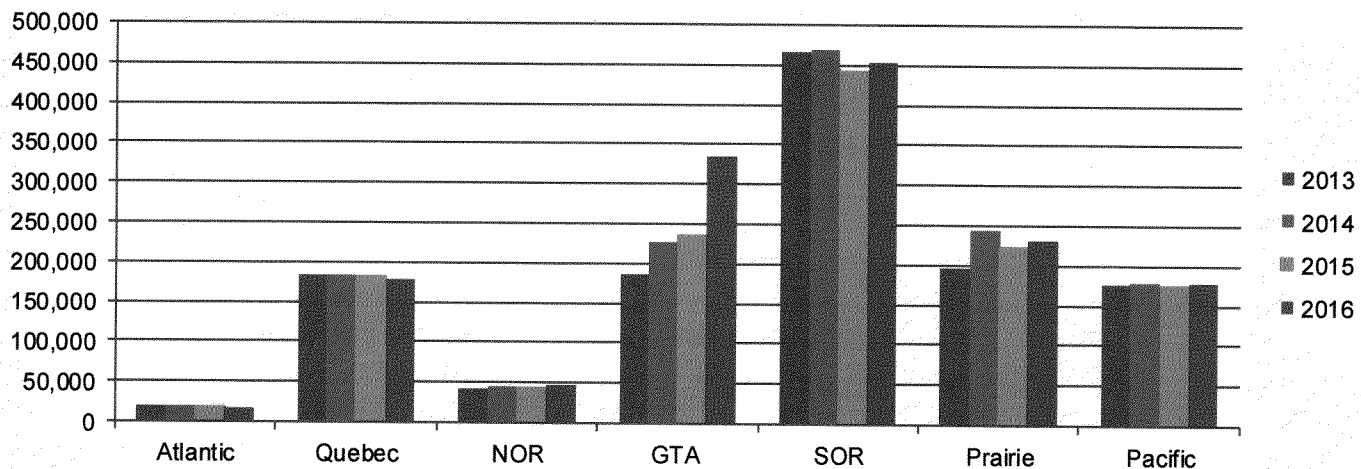


Commercial Releases—Total

Annual Trend



Total Releases Comparison by Region—Current Month



There were **1,440,508** commercial releases in April 2016. This was a **9.67% (or 126,999) increase** when compared to April 2015.

The Greater Toronto Area Region experienced the greatest **increase** in commercial releases with **42.98% (or 100,677)** more releases than April 2015.

The Quebec Region was experienced a **decrease** in commercial releases with **1.75% (or 3,169)** fewer releases than April 2015.

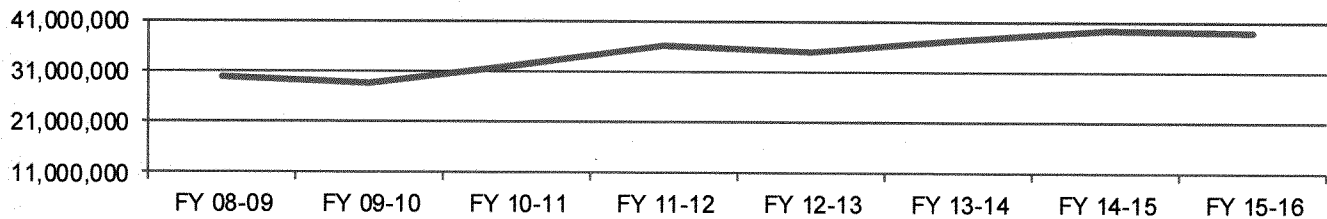
Total Commercial Releases

Region	April 2015	April 2016	Difference	% Change
Atlantic	16,813	16,435	-378	-2.25%
Quebec	180,718	177,549	-3,169	-1.75%
NOR	43,102	45,607	2,505	5.81%
GTA	234,218	334,895	100,677	42.98%
SOR	442,107	454,884	12,777	2.89%
Prairie	221,137	231,875	10,738	4.86%
Pacific	175,414	179,263	3,849	2.19%
National	1,313,509	1,440,508	126,999	9.67%

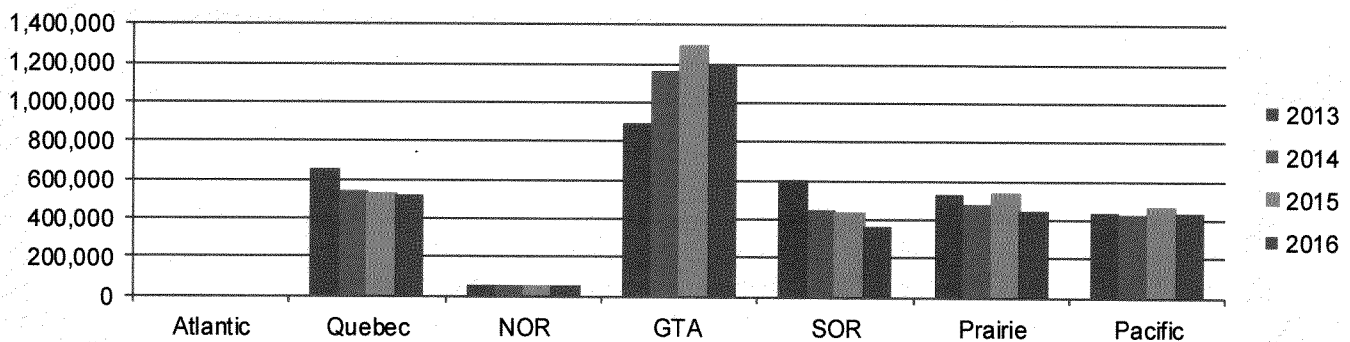


Courier Shipments — Total

Annual Trend



Total Courier By Region—Current Month



There were **3,013,750** courier shipments in April 2016. This was a **8.50% (or 280,074) decrease** when compared to April 2015.

The greatest **decrease** in courier shipments was found in the Greater Toronto Area Region with **87,300 (or 6.76%)** fewer shipments than in April 2015. The only **increase** in courier shipments could be found in the Northern Ontario Region, with **205 (or 0.39%)** more shipments than April 2015.

When separated by type, the largest **decrease** in category 1 shipments (valued from \$0-\$20) was found in the Greater Toronto Area Region with **45,016 (or 9.67%)** and category 2 shipments (valued \$20-\$2500) was found in the Prairie Region with **66,804 (or 17.01%)** fewer shipments than in April 2015 respectively.

The Quebec region experienced an **increase** in category 2 shipments (valued \$20-\$2500) with **1,623 (or 0.45%)** and Northern Ontario Region also in category 2 shipments (valued \$20-\$2500) with **698 (or 2.40%)** compared to April 2015.

Total Courier Shipments (Category 1 and 2 only)

Region	April 2015	April 2016	Difference	% Change
Atlantic	*N/A	N/A	N/A	N/A
Quebec	523,261	512,863	-10,398	-1.99%
NOR	52,426	52,631	205	0.39%
GTA	1,290,656	1,203,356	-87,300	-6.76%
SOR	434,148	367,216	-66,932	-15.42%
Prairie	530,103	447,336	-82,767	-15.61%
Pacific	463,230	430,348	-32,882	-7.10%
National	3,293,824	3,013,750	-280,074	-8.50%

* No category 1 and 2 shipments are processed in the Atlantic Region



Spotlight: Commercial Rail Examinations

Annual Trend (FYTD)

Commercial Rail Examinations—Current Month

There were **40,930** commercial rail releases in April 2016. The Canadian National Railway Company had the highest number of releases processed with **25,742**. Triple Crown Services Company did not process any commercial rail releases in April 2016.

Rail carriers who reported zero volumes and examinations this fiscal year were not included in this analysis or in the chart below.

Rail Examinations Comparison		April 2016			2016-17 FYTD		
Rail carrier	Volumes	Exams	Exam Rate	Volumes	Exams	Exam Rate	
Central Maine & Quebec Railway Canada Inc.	36			36			
BNSF Railway Company	1,203			1,203			
Canadian National Railway Company	25,742			25,742			
Canadian Pacific Railway Company	12,407			12,407			
CSX Transportation, Inc.	583			583			
New Brunswick Southern Railway Company Limited	671			671			
Southern Railway of British Columbia Limited	227			227			
Chemin de Fer Saint-Laurent et Atlantique (Quebec) Inc.	43			43			
Kettle Falls International Railway, LLC	18			18			
Triple Crown Services Company	0			0			
TOTAL	40,930			40,930			



Annex A: Data Control Sheet

Definitions:

Travellers: Includes all persons who have been processed with or without the assistance of CBSA automated systems.

Commercial releases: Section 31 of the Customs Act specifies that no goods shall be removed from customs control until released. The importer or customs broker requests release. The release information is used to determine the admissibility of the goods into Canada. There are several release options: PARS (Pre-Arrival Review System), RMD (Release on Minimum Documentation), B3 (Canada Customs Coding Form), Aerospace, CSA (Customs Self Assessment) and Automotive service options. Consolidated Management Reporting System (CMRS) contains all carrier information.

Caveats and Data Notes:

General:

Discrepancies in scale may cause some traveller and commercial volumes to look like zero. For example, Southern Ontario appears to have no air travellers, and GTA with highway travellers. In this case 80,000 travellers in Southern Ontario do not show when compared to 12 million travellers in the GTA.

Traveller Volumes Methodology:

Page 2: Moving forward, the CBSA Trends Report will pull all traveller volumes from the Traveller Operations Cube in CMRS while work is underway to improve the data quality of the Passages from Primary cube in CMRS.

Travellers:

Pages 5 & 6: GTA regularly reports air and marine travellers. Highway travellers will only be captured through the Hamilton Telephone Reporting Centre.

Upon the initial review of the data from the G11 the following figures have been updated:

Late Data Entry: Statistics were received from the POE following the G11 cut-off and refresh date.

Initial Entry Incorrect: The initial volumes reported by the POE and found in CMRS are incorrect. The PRU has followed up and received updated values.

Missing: Volumes have not been provided by the POE following the G11 cut-off and refresh date. The statistics for this POE will appear as zero in CMRS

Late Data Entry: Statistics were received from the POE following the G11 cut-off and refresh date.

Initial Entry Incorrect: The initial volumes reported by the POE and found in CMRS are incorrect. The PRU has followed up and received updated values.

Missing: Volumes have not been provided by the POE following the G11 cut-off and refresh date. The statistics for this POE will appear as zero in CMRS.

Region	Total WLOCs	# of Late/ Missing WLOC Data	Comments	Late Data Entry	Initial Entry Incorrect	Missing
Atlantic Region	34	1	<p>The POEs below did not successfully key in their G11 traveller counts in time for the CMRS refresh. As a result, traveller counts were obtained through the sources below.</p> <ul style="list-style-type: none"> • 2180 St-Leonard—reported 120 rail travellers for April 2016. 	X		



Commercial Releases Methodology:

Page 7: The methodology for counting commercial releases had changed as of May 2016. Commercial releases will now reflect releases only. Previously, the Trends Report counted the combination of Releases and Releases NTOs.

Commercial:

Page 7: Figures on commercial releases by mode have been removed from the report until they can be reported accurately. Current systems do not allow the CBSA to track releases accurately by mode. Data volumes in the CBSA's Consolidated Management Reporting Services (CMRS) are pulled from the Accelerated Commercial Release Operations Support System (ACROSS). In ACROSS, commercial releases are tracked by office. Offices are assigned to one mode only depending on their primary workload. However, many offices release shipments entering from multiple modes. For example, an office in the GTA may release rail and air shipments. As the office in the GTA is designated as a rail office, it will code every air shipment it releases to rail mode.

Page 7: As of January 2014, a major company switched from consolidated release requests to single release requests for individual shipments, causing a large increase in commercial releases compared to previous years. These changes only affect the commercial releases stream and do not have any impact on courier shipment totals.

Courier Shipments Methodology:

Page 8: The methodology for counting courier releases has changed as of May 2016. Courier volumes will now reflect Category 1 and Category 2 releases when calculating total courier volumes. Previously, the table included Category 1, Category 2 and OIC PC 1985-2954/5 releases.

Courier:

Page 8: In January 2013, the maximum value for category 2 courier shipments increased from \$1600 to \$2500. Recent increases in courier volumes can be partially explained by this change.

*** Due to the new methodology, the Atlantic region has no value under both categories.**

Commercial Rail Examinations:

Page 9: Commercial rail examinations values were extracted directly from ACROSS. Narratives were verified by the Commercial Program Performance and Reporting Unit before being provided to the Performance Reporting Unit for inclusion in this report.

Data Sources:

CBSA Actuals: CMRS Corporate (CBSA General) Cube sourced from G11 data (Traveller and Commercial data) and Passages Primary

Dates Pulled:

May 23rd, 2016 (Refresh Date: May 21st, 2016)

Contacts:

- **Andrei Grushman** — Director, Data Analytics Division, Global Border Management and Data Analytics Directorate, Programs Branch
- **Lynne Lamarche** — A/Director, Corporate and Program Services Division, Border Operations Directorate, Operations Branch
- **Michael Junek** — A/Director, Program Performance and Reporting, Commercial Programs Directorate, Programs Branch
- **Meda-Cristina Horacsek** — Director, Program Performance and Reporting, Traveller Programs Directorate, Programs Branch
- **Mike Leahy** — Director, eManifest Business Intelligence and Risk Assessment, Major Projects Directorate, Information Science and Technology Branch

Report Produced by: The CBSA Performance Reporting Unit, CBSA-ASFC_PRU-URR

If you have any questions about the content of the CBSA Trends Report, please contact:
David Swift (David.Swift@cbsa-asfc.gc.ca) with a cc: to Johanne Fortier (Johanne.Fortier@cbsa-asfc.gc.ca)